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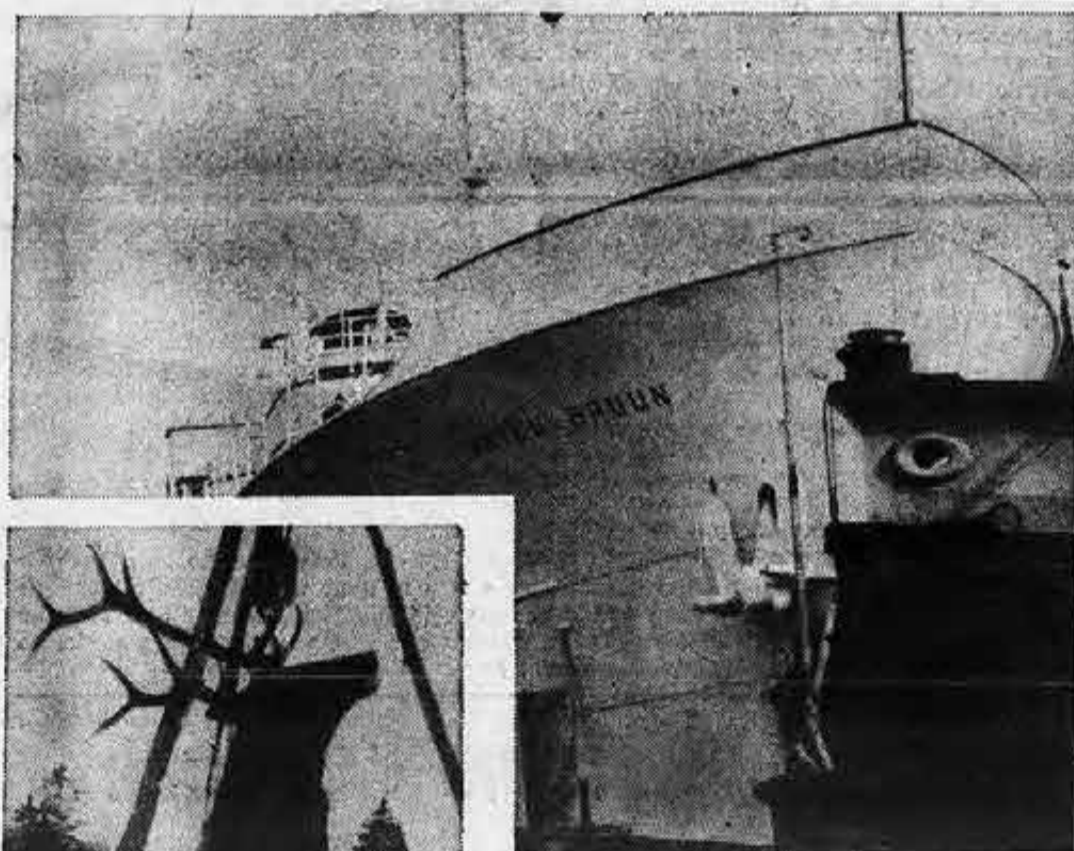
SEAFARERS LOG

Feb. 5
1965

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



Seafarer oldtimer Andre Platis (left above) gets hearty congratulations from SIU headquarters representative Steve Zubovich as he picks up a whopping \$1,174 SIU vacation check. The check covers vacation benefits accumulated by Seafarer Platis during a period of sailing aboard the City of Alma (Waterman).



The SIU-contracted research vessel Anton Bruun (Alpine Geophysical) returned to New York this week after a two-year expedition spent gathering scientific data in the Indian Ocean. For the complete story see pages 2 and 24.



SIU Great Lakes Tug & Dredge member James Howes bagged the 533 pound, 12 point bull elk shown at left during special elk season held recently in Michigan. Howes is employed by the Great Lakes Dredge & Dock Co. as a deckhand.

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KEY TO CONGRESS

THE COMMITTEE

IN THIS ISSUE

Various key committees in the House and Senate hold vast power in the passage of legislation of vital interest to American workers. A knowledge of these congressional committees and how they work is of growing importance to Seafarers.

..... See Centerfold

SIU Manned R/V Anton Bruun Pays Off After Two-Year Trip

NEW YORK—The R/V Anton Bruun (Alpine Geophysical) returned here this week after spending two years conducting oceanographic research in the Indian Ocean. Five Seafarers who paid off the research ship had remained on board for the entire 24 month scientific expedition.

The Anton Bruun made nine major scientific cruises, covering remote and little known areas of the Indian Ocean as part of the International Indian Ocean Expedition (I.I.O.E.). This vast research program into the biological and oceanographic mysteries of the region, called for the research ship to sail a total of 72,000 miles as she made long, systematic longitudinal cruises in the western half of the ocean.

(Pictures of the Anton Bruun's SIU crewmembers and the expedition appear on the back page of this issue.)

Last Frontier

The Indian Ocean is one of the last frontiers to the world's oceanographers. The lack of scientific knowledge about the huge ocean has made it a research center of attraction for scientists all over the world.

A small fleet of research vessels took part in the oceanographic research program sponsored by the I.I.O.E. and the Anton Bruun's scientists were so determined that their ship continued to conduct re-

search voyages long after other vessels in the expedition had headed for their home ports.

International Effort

The Anton Bruun's research has important significance for the hungry populations that live in countries bordering the Indian Ocean. Scientists on the vessel have come to the conclusion that the ocean is a highly productive fishing area, since they observed large masses of dead fish in certain areas. When the huge quantity of scientific data the ship's researchers gathered is completely analyzed, vital knowledge of the Indian Ocean's fishing

potential will be available to these countries.

Scientists from U.S. private and government biological research laboratories as well as from 24 foreign countries participated in the research conducted aboard the Anton Bruun. The ship's scientific complement changed with each of the nine cruises as 25 new researchers, including a few women scientists, would come on board to take advantage of the latest scientific instruments on the vessel.

Seafarers shipping on the Anton Bruun found that working on a

(Continued on page 23)

Appalachia Aid Bill Gains Senate Okay

WASHINGTON—The Administration's \$1.1 billion bill to aid the depressed 11-state Appalachia region received overwhelming approval from the U.S. Senate this week. President Johnson, who had placed the legislation at the top of his legislative "must" list, hailed passage of the bill and predicted quick action when it comes up for House consideration.

The Appalachia bill now is before the House, which failed to act on it last year. Urging final action on the bill by the House after the Senate passed the legislation by a 62-22 margin, the President said it would benefit "not only Appalachia, but the whole nation."

Various Programs

The legislation will provide \$1.1 billion in various aid programs for the mountainous 165,000 square mile area which makes up Appalachia. More than 15 million people, many of them poverty-stricken, live in the forgotten hamlets and villages that dot the narrow valleys in the region.

The only major amendment to the bill would permit the inclusion of 13 counties in southern New York state which have similar economic and social conditions to those of Appalachia. The amendment, which was submitted by Senator Robert F. Kennedy (D.-N.Y.), would include the 13 counties upon approval of the Appalachian Regional Commission and Governor Nelson A. Rockefeller.

The largest single expenditure in the Appalachia bill is a \$840 million authorization for road construction to make the area more accessible for new economic development. This money will be used to build 2,350 miles of highways and 1,000 miles of access roads. Seventy percent of the cost of this construction will be borne by the U.S. and the remainder by states and localities.

Matching Fund Grants

The bill also provides major help to states qualify for Federal aid programs requiring local matching funds. Grants worth \$70 million are set aside for this purpose.

Another major project which the bill will accomplish is the authorization of funds for conservation work on the millions of acres of the region that have been ruined by abandoned strip mines. A total of \$36.5 million is sched-

uled for reclaiming this ruined land under the act.

Other major expenditures authorized by the bill include \$41 million for hospital construction and \$16 million for hospital maintenance, \$5.5 million for research and development, \$5 million for timber development, \$6 million for sewage treatment facilities and \$5 million for water resource studies.

Eleven States

The Appalachia area is composed of 355 counties in West Virginia and parts of Pennsylvania, Ohio, Maryland, Kentucky, Virginia, Tennessee, North Carolina, South Carolina, Georgia and Alabama.

Proposed regional development programs that would include New England, the Upper Great Lakes area, the Ozarks and the Great Plains were not included in the Appalachia bill after supporters of these plans came to an agreement with the Administration. It has been reported that President Johnson will recommend these programs under the revised Area Development Administration legislation that will be sent to Congress in the near future.

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International President's REPORT



By Paul Hall

In recent weeks, the Indiana legislature repealed that state's union-busting "right-to-work" law. This action by the Indiana lawmakers signaled the beginning of the end for this piece of anti-labor, anti-American legislation. Today, 19 states, all of them with relatively small industrial labor forces, still carry such laws on their books. If the indications are correct, those states will not carry them for very much longer.

In his State of the Union address, President Johnson called for the revision of Section 14(b) of the Taft-Hartley Act, which allowed the states to pass "right-to-work" laws in the first place. In that action, the AFL-CIO gave the President its full backing. The Congress, with many new members who are friends of labor, is expected to act favorably on the President's recommendation. As the people of Indiana learned through hard experience, "right-to-work" solved no problems and created many new ones. It dragged down the state's wages and working conditions and benefitted no one except the anti-labor extreme right and those employers who found quick profit in the open shop system.

In the states where such laws still exist, union organization has been severely hampered and those working under the worst conditions and wages in our nation have been kept in economic bondage and prevented from securing their rights as working men and women by the laws. The partisans of "right-to-work," many of the same crowd who oppose social security, medicare and other social advances, appear to be on the verge of defeat in this instance. Needless to say, they will be back with new schemes to deny American working men and women their rights. Only a strong and determined effort to move forward on all social fronts—medicare, poverty, civil rights, etc.—will keep them from foisting their tricks on us again.

The strike by 5000 New York Welfare Department workers ended February 1 after 28 days. Aside from the major issues of wages and working conditions for the employees of the Department, the strike also brought attention again to the state's viciously anti-labor Condon-Wadlin Act. This law provides that striking public employees may be arrested, dismissed or fined for engaging in an activity entirely legal and proper for other citizens to take part in. In other words, it means that the public employee is a second-class citizen, denied, as he is, the only effective means of making his grievances known.

As part of the settlement, the unions involved in the strike will take the Condon-Wadlin Act before the State Supreme Court to test its constitutionality. This was never done before because city administrations had always been leery of invoking the law since it was so universally hated. The labor movement in New York, united in its support of the Welfare workers, is also united in its opposition to Condon-Wadlin. As with 14(b), the sooner Condon-Wadlin is thrown out, the better for all New Yorkers.

One of the oldest and most valuable benefits for American seamen has been the United States Public Health Service chain of hospitals. Many thousands of Seafarers owe their lives and good health to the existence of these hospitals. Now, in a so-called "economy move," the government is proposing to close down seven of these hospitals in what could be the opening move to abandon the whole USPHS program. The SIU, united with all of maritime labor and leading segments of the industry, does not propose to let this happen. These hospitals have proved as vital to the American merchant marine as any piece of legislation or contractual gain won in their interest. These hospitals must be kept open and operating at full efficiency. The SIU and the AFL-CIO Maritime Trades Department will mobilize every effort to make sure that they are kept open.

Negotiations Continue In Longshore Strike

NEW YORK—Locals of the International Longshoremen's Association in ports from Maine to Texas continued to strike this week as they waited for the completion of negotiations on new contracts in Philadelphia, Miami and Galveston.

SIU members in the Atlantic and Gulf districts continue to respect picket lines manned by dockworkers in the strikebound ports.

The Longshoremen have approved new contract terms in the ports of New York, Boston, Norfolk, Mobile and New Orleans. ILA members are continuing their strike in all ports, following the official policy of the union that as long as one port is striking for a new contract, all ports will remain out.

Negotiations Stalled

Negotiations in Philadelphia have stalled over the Philadelphia Marine Trade Association's re-

teed annual wage as well as a dispute over work rule revisions. The 1,600 hour guarantee was a key gain in the recently approved New York ILA contract.

Contract talks in Miami cover that city as well as ports from Morehead City, N.C. to Tampa. The chief issue in the Miami talks is the establishment of a minimum size for work gangs.

Bargaining in Galveston, which covers ports from Lake Charles, La. west to Brownsville, Tex., is also stalled over the gang size issue and the control of hiring, which has previously been done by the ILA. The hiring issue is further complicated by the fact that Texas has a "right-to-work" law which could destroy the union if it loses control of hiring, according to Texas ILA officials.

Indiana Lawmakers Scrap R-T-W Law

INDIANAPOLIS—The Indiana legislature voted overwhelmingly to scrap the state's so-called "right-to-work" law at its opening session, returning the right to negotiate a union shop contract to the state's workers and employers.

The Indiana "scab" law, instituted in 1957 by a Republican legislature, was the first and only such law to be passed in an industrial state. The remaining 19 states with "right-to-work" laws are deep south or agriculture states with small industrial labor forces.

The Indiana House, now in the hands of the Democrats, voted the law out of existence by a whopping 74-to-21 margin. Earlier, the state Senate declared itself against the law—by a vote of 38-to-12. House Democrats voted against

MAC Meets February 8

WASHINGTON — The 17-man Maritime Advisory Committee, created by President Johnson last June 17, will hold its fourth meeting here on Monday, February 8. The meeting will mark the first time that newly appointed Secretary of Commerce John T. Connor will sit as chairman of the Committee.

SIU President Paul Hall who is a committee member, will present the Union's position on the danger that runaway shipping represents to the U.S. merchant fleet.

Commerce Secretary Connor was appointed as chief of the Commerce Department in December by President Johnson after former Secretary Luther H. Hodges resigned.

Maritime Problems Explored

The Maritime Advisory Committee was organized by a Presidential executive order to find solutions for the problems of the American maritime industry. In addition to Secretary of Commerce Hodges, its membership includes Secretary of Labor W. Willard Wirtz and 17 non-government members including representatives of maritime labor, the maritime industry and the general public.

50-50 Urged In Sale To Soviet

SIU President Paul Hall has urged action by President Johnson to assure the transportation of at least 50 percent in American-flag ships of the 90,000 tons of soybeans which will be shipped to the Soviet Union under terms of a transaction arranged by the U.S. Government.

The SIU position was placed before the President in a telegram after it was announced that the Commerce Department had issued an export license for the soybean sale. The wire said that action by the President "to insure a fair share of cargoes for American vessels would be evidence that your administration intends to take positive and affirmative steps in behalf of American ships and seamen."

"right-to-work" to a man, and picked up the votes of three Republicans.

Democratic Governor Roger D. Branigan signed the repeal bill on January 28 in a ceremony attended by the executive board of the Indiana AFL-CIO and other state labor leaders. Governor Branigan said that in its short history the law had inflicted "rancor and controversy" and that its repeal was "in the public interest."

Passed First

The chief executive noted that the repeal bill was the first law passed by the legislature this year. Indiana Democrats had made a campaign pledge at election time to repeal the "right-to-work" statute. When they won control of both houses of the legislature in the Democratic landslide which accompanied President Johnson's victory, passage of the repeal bill became just a matter of time.

So certain was the repeal of "right-to-work" that only one Republican legislator even bothered to speak against it. With almost no opposition, the Senate added a clause to the repealer making it effective right away. Usually laws wait several months after approval before going into effect.

In Washington, AFL-CIO president George Meany expressed labor's satisfaction with the repeal of the act. He said it was "good news" for Indiana and that it offered a "heartening portent of things to come" in the 19 others where union shop bans are on the books. Meany said he hoped that Congress would follow Indiana's example in short order, and strike down Section 14(b) of the Taft-Hartley Act, which enables states to pass "right-to-work" laws.

The 1964 Democratic campaign platform pledged the revision of 14(b) and President Johnson also called for revision in his State of the Union message.

MTD Pledges To Fight PHS Hospital Closings

The "full resources" of maritime labor will be marshalled to prevent the announced closing of seven USPHS Hospitals by the Federal Government, SIU President Paul Hall declared in a wire to President Johnson and other government leaders protesting the closings.

Sent in his capacity as president of the AFL-CIO Maritime Trades Department, Hall's strongly-worded telegram represented the strong opposition to the closings of the entire labor movement as well as its maritime segment.

In addition to the White House, copies of the wire were addressed to Department of Health, Education and Welfare Secretary, Anthony Celebrezze; U.S. Surgeon General Luther L. Terry, and eight Congressmen and Senators with legislative responsibility over the USPHS program.

The wire said:

"Am greatly concerned by recent reports indicating revival of attempts to close additional USPHS Hospitals. USPHS services already drastically curtailed by previous cuts. Further reductions would virtually destroy program of assistance which has been of inestimable value to merchant seamen and others since early days of our republic.

"This is particularly distressing in view of current Maritime Administration efforts to restrict medical and welfare benefits which might be obtainable by merchant seamen through collective bargaining.

Entitled By Law

"Full resources of organization which I represent will be mobilized against this unwarranted and unjust effort to make merchant seamen victims of government economy moves by depriving them of protective services to which they have historically and rightfully been entitled by law."

The SIU, with the rest of maritime labor, has traditionally fought any and all attempts to alter, modify or reduce the services per-

formed by the USPHS in the best interests of American seamen. The current "economy" plan by the government to reduce the number of hospitals which have performed

life-giving services to thousands of seamen is another example of the kind of false economy which threatens the well-being of many to save a few pennies.

SIU Tug And Dredgemen Start Balloting March 8th

DETROIT—The Great Lakes Tug and Dredge Region of the SIU Inland Boatmen's Union will hold elections during March for Regional Officers and during April for Port Presidents.

Candidates for these offices and elective jobs were selected during the nominations period, December 1, 1965 to December 15, 1965, in accordance with the Union constitution.

The Regional Director's Report on Election Ballot and Instructions for Voting for Great Lakes Tug and Dredge Region Officers, dated February 2, 1965, will be included in the Balloting Procedures and Election Report Supplement which will be mailed to all Great Lakes Tug and Dredge Region members at their last known address prior to the February meetings so that all members may become familiar with the contents therein. This Report has been prepared in accordance with Article X, Sec. 2(c) (1) of the constitution and will be acted upon at the February meetings.

Nominations Report

The Regional Director's Report on Nominations for the 1965 Election of Port Presidents for the Great Lakes Tug and Dredge Region will also be included in the supplement mailed to members prior to the February meeting at which time this report on nominations will be presented to the membership.

The Regional Director's Report on Nominations for 1965 election

of officials will be included in the supplement. It contains a list of the nominees and other related information. This report was presented at the January meetings of the members of the Great Lakes Tug and Dredge Region and was accepted by the membership.

The Regional Director's Report and Instructions for election of Port Presidents, also included in the supplement, was presented at the January meeting of the members of the Great Lakes Tug and

A special SIU-IBU Great Lakes Tug and Dredge Region Report covering balloting and election procedures for the upcoming Great Lakes Tug and Dredge Region elections for Regional Officers in March and Port Presidents in April will be mailed to all Great Lakes Tug and Dredge Region members at their last known address prior to the February membership meetings so that all members may become fully acquainted with the procedures governing the elections. The voting for Regional Officers of the Great Lakes Tug and Dredge Region will begin on March 8 and continue through March 20. The voting for Port Presidents will take place during the month of April.

Dredge Region and was accepted by the membership.

Voting Guide

A Suggested Voting Guide for Polls Committees, explaining regular balloting procedures, is included in the supplement. The supplement also contains a letter from Regional Director Robert T. Jones to all ports which contains information on mail ballots.

The voting for Regional Officers of the Great Lakes Tug and Dredge Region will begin on March 8, 1965 and continue through March 20, 1965. Hours of voting shall be 9 A.M. to 5 P.M., except on Saturdays when voting shall start at 9 A.M. and end at 12 P.M.

The voting for Port Presidents will take place in April, 1965 during the regular port membership meetings. Elections will be conducted in the ports of Ashtabula, Ohio; Buffalo, New York; Chicago, Illinois; Cleveland, Ohio; Detroit, Michigan; Duluth, Minnesota; Lorain, Ohio; Milwaukee, Wisconsin; Saulte Ste. Marie, Michigan and Toledo, Ohio.

SIUNA Oil Workers' "Don't Buy" Drive In Action



Pickets of the SIUNA-affiliated International Union of Petroleum Workers, and the Oil, Chemical & Atomic Workers, Local 1-561, carried their "Don't Buy Standard Oil of California Products" drive to the City Hall at Richmond, California and won a 7-0 vote from the city council switching Richmond's gasoline business from Standard Oil of California to low bidder, Shell Oil Co. Petroleum Workers started their drive after the company refused to grant employees the 4.5 percent benefit package agreed to by other major companies in 1964.

Gallantry Award Won By SIU Pacific District Ship

WASHINGTON—The SIU Pacific District-contracted President Wilson (American President Lines) has been cited as a Gallant Ship by the Maritime Administration for the part she played in the rescue of crewman from a stricken Liberian-flag ship.

In addition to the ship's citation, 15 members of the President Wilson's crew were awarded the Merchant Marine Meritorious Service Medal for their "heroic" efforts during the rescue operation. In announcing the award, Maritime Administrator Nicholas Johnson said Americans should "pause and give thanks for the good ships and men who keep our Merchant Marine on the seas."

The effort to save the crewmen of the foundering freighter Agia Erini L. began off the coast of Japan on February 2, 1964, when the President Wilson received a distress call from the Liberian ship. The President Wilson changed course for the disaster scene arriving there at 3 A.M. the following morning.

Breaking Up

By then, the Agia Erini L. was breaking up in a gale force rain storm. Other rescue vessels arrived on the scene, and the President Wilson was designated as commander of the operation. At 6 A.M., after trying unsuccessfully to save their ship, the Agia Erini L.'s crew were ordered to abandon the vessel.

One lifeboat was launched with four men aboard, but high seas prevented the launching of more boats. The remaining crewmen then took to the water in their lifejackets.

With seas rising to twenty feet, the President Wilson lowered a lifeboat to pick up the men in the water. Chief Mate Carl M. Larkin and a crew of 13 handled the task

with skill and seamanship of the highest order. Within an hour, 18 survivors were taken out of the sea and transferred safely to the President Wilson.

Medal Winners

The members of the crew awarded the Meritorious Service Medals were Capt. Joseph D. Cox, Master of the President Wilson;

Chief Mate Larkin; Bosun's Mates Leonard E. Sallinen and Charles Derkaks Jr.; ABs Joseph E. Lathrop, Ledo U. Forasiepa, Alfred Byoff, Rasmus K. Jensen, Robert M. Heagney, Jacob O. Kjerbo, Earl D. Lawrence, John A. Johnston, Henry W. Bovyer; Engine Maintenance Man Lafayette Johnson, and 3rd Asst. Engineer Jack O. Moldestad.

Medicare Passage Seen This Spring

WASHINGTON—Closed door consideration of the Medicare bill has begun before the House Ways & Means Committee, and legislation is expected to be ready for House action by mid-March. Dele-

gates to the recent AFL-CIO legislative conference heard Senator Clinton P. Anderson (D-N.M.) predict that the bill was virtually certain of enactment during this session of Congress.

Senator Anderson, co-author of the King-Anderson Medicare bill, said Congress is "on the eve" of deciding that "working people can be permitted to take care of their old age health needs as a matter of right." He said the Senate "could move quite promptly once the bill comes over from the House" and could reach the President's desk "by Easter."

Over the objections of several committee Republicans, the House Committee agreed to skip public hearings in view of the extensive hearings held last year.

Health, Education & Welfare Secretary Anthony J. Celebrezze met with committee members in executive session to discuss the bill and emerged to tell newsmen that it is optimistic about committee approval.

"There are always amendments," he said, "but I don't, at this point, see any major changes."

Medicare Benefits

The 1965 King Anderson bill would provide up to 60 days of hospital care for each illness for every person 65 or over, with a deductible equal to the average cost of one day's hospitalization. It would also provide up to 60 days of post-hospital skilled nursing home care, out-patient diagnostic services and up to 240 home health service visits a year. It would not pay doctors' bills.

Some House Republicans have said they will propose an alternative plan based on need, but no

substitute has yet emerged with an official GOP imprimatur.

The American Medical Association, which has bitterly opposed all forms of social insurance health programs, is currently touting what it calls "eldercare." In effect this would augment the present Kerr-Mills program by providing federal and state funds to purchase private health insurance for elderly persons who can prove their financial need. The AMA's bill has been introduced by Representative Thomas B. Curtis (R-Mo.) and A. Sydney Herlong (D-Fla.).

Liberal gains in the House in the November elections, coupled with expansion of the Ways & Means Committee to reflect the bigger Democratic majority, have strongly boosted the prospects for hospital care legislation.

SIU-UIW Wins NLRB Vote At Chemical Co.

PHILADELPHIA—Stepping up its organizing campaign here, the SIU-United Industrial Workers won an NLRB representation election in the Powerhouse division of the Rohm and Haas Corporation on January 20. The company is a major chemical producer, with plants across the nation.

In the New York area, U.I.W. contracts at four companies—Highway Trailer, Wisor Smith Metal Products, Milo Components and Academy Heat Treating—were negotiated, with wage increases and other gains going to SIU-UIW members in those companies.

Highway Trailer workers in Newark, N.J., won a new contract with wage increases and additional holidays. Wisor Smith employees in Brooklyn will get higher wages, more holidays and premium pay for holiday work in their new contract. The improved pact at Milo-Components in Valley Stream, L.I., is now awaiting final approval by the membership in the plant.

A U.I.W. contract just negotiated at Academy Heat Treating and Plating in the Bronx will raise workers' wages, assure them of an additional holiday and provide other fringe benefits.



By Earl (Bull) Shepard, Vice-President, Atlantic

N.Y. Welfare Strike Ends

The strike by New York City's Welfare Department workers ended here February 1 when the membership of the two striking unions, Local 371 of the State, County and Municipal Employees, AFL-CIO, and the Social Service Employees Union, voted to accept a peace formula put forth by a special committee. The agreement should protect the workers against any penalties under the vicious Condon-Wadlin Act and give them a fair hearing on their wage and work load grievances.

The New York Hall has been filled with Seafarers waiting out the end of the longshore beef. Among those down to meet old friends and tend to their Union responsibilities were Thomas Heggarty, last aboard the Robin Goodfellow and ready to sail again; Gordon Bell, who just left the marine hospital and is now looking for a north Europe run, and Jeff Davis, who plans to return to his black gang job on the Raphael Semmes. Olho Babb, who sails in the steward department, also reports that he will be ready for the first job on the board in the chief cook or n.c. baker classification.

BOSTON

The strike has dried up Boston shipping. As soon as it ends, however, the Steel Navigator is expected to crew up.

Seen around the hall, Armond Ramos is fit for duty again after two years on the sidelines as a result of an accident he suffered aboard the C S Miami.

Henry McCue, a 20-year SIU man who likes to sail as a bosun, had to pay off the Mount Washington because of illness. He says he misses the floating hotel, but is happy that he's ready to ship again.

John Anderson, last aboard the Sea Pioneer as 2nd cook and baker, will be ready to go again as soon as the ILA beef clears up. Maurice "Whitey" Gendrun, who last sailed the deck on the C S Norfolk, enjoyed the holidays with his family in New Hampshire and is ready to go to sea as soon as the first job hits the board.

Philadelphia

The dock strike slowed shipping in Philadelphia, but there was some activity among tankers and coal ships not affected by the beef. In the last period, there were four payoffs, one sign-on and two ships serviced in transit.

Karl Christensen, who sails in the black gang, is watching the board for a coal run. Leonard Kacabinas, sailing since 1943, is looking for a short trip this time out.

Leon Drum would like to latch onto a Europe-bound ship, and Edmund Abualy, who sails as bosun or carpenter, is also watching the shipping board here.

Baltimore

The dock strike cut down on activity here also, and the Bethex, Bethlor, Afoundria, Kenmar and Azalea City are tied up without crews because of the walkout. There were three payoffs in the last period, two sign-ons and two ships serviced in transit. Once the strike is over, shipping is expected to be active.

John Hall liked his last India run aboard the Santore. He said both ship and shipmates were top-notch. Ben Gary, last aboard the Alcoa Commander before the ship laid up in Mobile, plans to return to the same ship when the strike ends. He says she had a good crew and was a good feeder.

Morton Kergood got off the Alcoa Trader when she laid up. He would like a foreign run for his next trip. Morty has been sailing SIU for the last 14 years.

Norfolk

Though shipping slacked off in Norfolk during the strike, there were no ships tied up in the port because of the beef. The ILA, however, was forced to put up a picket line around the Bradford Island when the ship chandler used fink labor to load stores.

The SIU honored the line and the beef was settled satisfactorily after only three hours.

Clarence Cornelius, who sails on deck, hated to leave his last ship, the Eagle Traveler. But personal business in North Carolina took him away from shipping for awhile. He says he will be ready to sail again soon, however.

Kenneth Murphy, last aboard the Bradford Island, is home celebrating the arrival of a new baby in the family. Elbert Hogge was taken off the Globe Traveler at sea because of illness. He is fit for duty again, however, and ready to sail.

Clayton Bruce, who last sailed aboard the National Defender, just finished up at the stewards upgrading school in New York. He had high praise for the training program. Now he's ready to ship again, with more knowledge and more confidence.

Puerto Rico

Shipping dropped sharply in Puerto Rico during the last period, with only 11 ships serviced through the port. Ocean traller service between the west coast and Puerto Rico will begin by this summer. The trallers will be carried as deck cargo aboard the SIU Pacific District contracted Rice Queen.

The Santurce hall has been filling with Seafarers who are sitting out the ILA strike in the Puerto Rican sun. Among those battling the breeze around the hall are Phil Rubish, "Red" McVay, Billy Doran and Lester Miles. Humberto Ortiz and Willy Ortiz dropped back in town when the Alcoa Trader laid up in New York and Valentin Acebo and Ed Castro returned from Mobile when the Alcoa Ranger laid up. A few of the local boys seen around the hall were Steve Marrero, Nicky Acosta, Johnny Rios and Ernesto Martinez.

Terpe Elected San Juan Labor Council Head

SAN JUAN—Keith Terpe, president of the SIU of Puerto Rico, was elected president of the AFL-CIO Central Labor Council here for a two-year term.

Margot Preece, vice president of the Newspaper Guild of Puerto Rico, was elected to the post of recording secretary in the Council meeting held at the SIU Hall in Santurce.

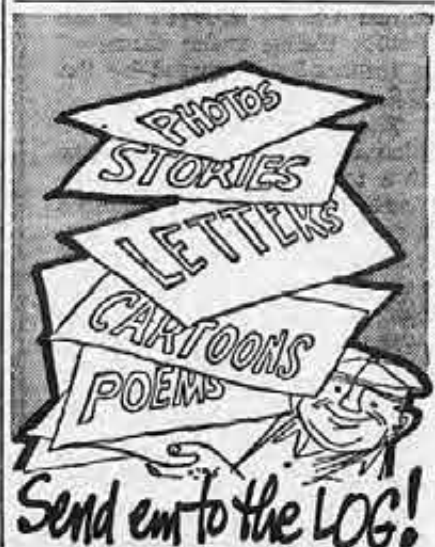
Thomas Martinez of the National Maritime Union was elected secretary-treasurer. Also elected were seven vice-presidents and five members of the council's advisory board. Installation of the new officers will take place later this month.

SIU Welfare, Vacation Plans

Cash Benefits Paid — December, 1964

	CLAIMS	AMOUNT PAID
Hospital Benefits	7,699	\$ 64,001.65
Death Benefits	17	44,727.00
Pension-Disability Benefits	653	97,950.00
Maternity Benefits	52	10,399.70
Dependent Benefits	670	91,053.40
Optical Benefits	191	3,495.84
Out-Patient Benefits	5,855	36,688.00
Vacation Benefits	1,774	574,387.04

TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 16,911 \$922,702.63



3 SIU Oldtimers Join Pensioners



SIU oldtimer Jean R. Longhurst picks up his first \$150 monthly pension check from SIU headquarters representative Steve Zubovich in New York. Longhurst plans to keep busy during his retirement, which he plans to spend somewhere in the New York area. He last sailed in the black gang aboard the *Robin Gray* (Robin Line).

The Board of Trustees of the Welfare and Pension Plan have added three more names to the ever-growing ranks of Seafarers receiving pensions. The three members, all sailing in the Atlantic and Gulf District, are entitled to \$150 monthly for the rest of their lives.



Nunez



Davies

The new pensioners are John J. Davies, 70; William G. Nunez, 62; and Jean R. Longhurst, 69.

Davies first joined the Union in

1948 in the port of New York. He sailed in the steward department until his last trip, which was aboard the *Colorado* (Waterman). A native of Chicago, Ill., he now makes his home in Seattle, Wash.

Nunez, an oldtimer of the Union, began sailing with the SIU in 1939, with 16 years of experience. A native of Ponce, P.R., he intends to stay in his present location in St. Petersburg, Fla.

Longhurst joined the SIU in New York in 1947, with 15 years of sailing experience in the engine department behind him. A native of Paris France, he presently makes his home in New York City.

Waterways Spokesman Sees Danger

Raps Inland Waters 'User' Tax

WASHINGTON—President Johnson's proposal to put a two-cents-a-gallon user tax on fuel used by inland tugs and barges has been attacked as "deleterious to the barge and towing industry" and "highly inconsistent" with the President's expressed objective to promote inland waterways.

"The President's advocacy of a system of user charges in the waterways seems to be at variance with his enthusiasm over the advantages of inland waterways transportation in the past," Braxton B. Carr, head of the American Waterway Operators Association pointed out.

He challenged one explanation of the President's budget message—that user charges would contribute to more efficient transportation—by pointing out that water carrier efficiency is linked to the ability to provide low-cost trans-

portation. "User charges will destroy the basis for low-cost operations and result in a return to the shipping and consuming public of less and less benefits from navigation channels," he said.

Self Defeating

The user charge proposal is inconsistent, Carr said, because President Johnson's recommendations of a record \$445.8 million for navigation channels "recognizes the need for inland waterways transportation." He pointed out that 50 new projects for water resource development were recom-

Last Year's Fire Damage Repaired

Globe Explorer Launched Following Reconstruction

BALTIMORE—The *Globe Explorer*, which started life as a T-2 tanker and was later "launched" again as a bulk carrier, was "launched" once more last month—again as a bulk carrier—after completion of a reconstruction job that cost more than \$1 million. The extensive reconstruction was made necessary by a flash fire which swept the ship last September off the Maryland coast.

Towed into Newport News, the *Explorer* was surveyed and it was decided she needed a new stern section. At a Maryland drydock, she got a new stern from a T-2 tanker, the *Appomattox*, but it wasn't an easy job.

First the badly burned out stern

was cut from the forebody. The forebody, which had not been damaged by the fire and was in excellent condition was removed from drydock because, having no buoyancy, it would have sunk immediately.

Switcheroo

Next the *Appomattox*, a T-2 tanker bought solely for use of its stern, was placed in drydock.

Its midshiphouse was then moved aft. The stern was severed from the forebody—which then became scrap and was removed from the drydock—leaving the drydock containing two sterns, the burned out stern of the *Globe Explorer* and the stern from the *Appomattox*.

Then the forebody of the *Explorer*—which actually consists of the bow of the *Caribbean Star* (which was the name of the T-2 tanker which was converted into the bulk carrier *Globe Explorer* by adding a new midbody in 1960) was moved into the drydock and was joined to the good stern of the *Appomattox*.

Following extensive welding together with other structural modifications for strength, it was moved to another pier for completion of other work, such as the installation of piping, wiring, etc. The entire project is expected to take about two months.

Another Switch

In the meantime, the burned out *Globe Explorer* stern is still in drydock, and to remove it the forebody of the scrapped *Appomattox* must once again be moved into the drydock and joined to the damaged stern before removal so the stern will not sink. The stern could, of course, be scrapped in drydock, but the yard decided that the time required for the scrapping, during which the drydock would be out of service, would cost more than another moving and welding operation.

In the original transformation of the T-2 tanker *Caribbean Star* into the bulk carrier *Globe Explorer*, the *Star's* midshiphouse, including all living quarters, was moved aft to conform to the shipbuilding concept calling for a "clear deck" from the stern housing forward. The *Star* was then cut into three sections—stern, midbody and bow.

A completely new midbody was then inserted in place of the old midbody and the old stern and bow of the *Star* were joined to the new midbody, creating the bulk carrier *Globe Explorer*.

Soviet Cargo Fleet Soon To Top U.S.

WASHINGTON—The Soviet merchant fleet will surpass the American fleet in every way by 1972, Military Sea Transport Service Commander Vice Admiral Glynn R. Donaho warned in a speech here.

"If existing trends continue, in just eight years—in 1972—the merchant fleet flying the Hammer-and-Sickle will be larger, in every respect, than the one flying the Stars and Stripes," he predicted.

Donaho noted the tremendous strides made by the Russian merchant fleet in the last ten years. While the number of ships in the Soviet merchant marine has increased by 77 percent in the last decade, the number of American vessels has declined nearly 23 percent.

"Last July 1, the end of the ten-year period I am referring to, the Soviet merchant fleet numbered

1,150 ships; ours, 1,000 ships," he said. Noting that the deadweight tonnage of the active U.S.-flag merchant fleet is still twice that of the Soviet merchant marine, he pointed out that "from 1954 to 1964 the deadweight tonnage of their merchant fleet increased 150 percent; ours decreased 6 percent."

Soviet Up—U.S. Down

Donaho noted that according to *Fairplay Shipping Journal*, the Soviets plan to add 673 new ships, totaling over 6 million tons, to their merchant fleet in the next six years. One of the significant aspects of this Russian plan, he said, is the fact that 40 percent of this work is scheduled to be done in Russian yards.

"I suggest that this would provide the Soviet Union with a shipbuilding capacity which is ominous as far as long-term naval planning is concerned," he said. Congressional and public support is necessary in order for the U.S. to take measures to defend its maritime position, he added.

"And the public offers its support only to the degree it has acquired the knowledge on which to base its concern about the dangers involved," he emphasized.

mended, including eight for navigation.



With her new stern section installed, the *Globe Explorer*, which was damaged by fire last year, is presently undergoing installation of new piping and wiring. Completion of the extensive reconstruction job is expected to take a couple of months.

SIU Clinic Exams—All Ports

EXAMS THIS PERIOD: December 1 - December 31, 1964

Port	Seamen	Wives	Children	TOTAL
Baltimore	147	22	11	180
Houston	140	11	1	152
Mobile	82	3	3	88
New Orleans	303	5	3	311
New York	480	37	24	541
Philadelphia	103	37	11	151
*San Juan	2	16	10	28
TOTAL	1,257	131	63	1,791

*11/21/64 to 12/20/64

Seafarers Rescue Downed Pilot



The Robin Sherwood (Robin Lines) stopped on its journey across the Atlantic last November to pick up a pilot whose plane had crashed while on a flight from Recife, Brazil to Bechaunaland, Africa, as described in the LOG issue of Dec. 11, 1964. In these exclusive pictures, sent in by ship's delegate Otto Hoopner, crewmembers used their seamen's skills to raise one of the ship's lifeboats back to the deck (left) after picking up the pilot (arrow). The pilot spent more than 27 hours drifting in the shark-infested waters 150 miles off Ascension Island before the Robin Sherwood came to his rescue. After retrieving the pilot, attempts were made to save his small airplane, which remained afloat, nose down. Shortly after this picture was taken, the craft broke up and sank.

The Gulf Coast



By Lindsey Williams, Vice-President, Gulf Area

Gulf Seafarers Support ILA

The news here, as elsewhere, has to do mostly with the longshoremen's strike. As this was written, the last hurdle to resumption of normal shipping was settlement of differences involved in negotiations in Texas ports.

When agreement is finally reached, there will be great pressure to get ships moving as soon as possible. Seafarers should be prepared to report to SIU halls at once; ready to go back on the jobs for which they registered when they were laid off because of the strike, or to throw in for the many open jobs expected to be posted on the board.

To give you an idea of the problem that will face SIU dispatchers, 25 ships are laid up in the Houston-Galveston-Beaumont-Port Arthur area; more than a dozen in New Orleans and eight in Mobile. There will be a demand for rated men in all departments and everyone should do his part to discharge the Union's obligation to man and sail the ships promptly.

Throughout the Gulf, Seafarers have supported the longshoremen to the fullest during this beef. Other unions affiliated with Maritime Trades Councils in the various ports also have done their part and the strike has been 100 per cent effective.

In those ports where agreements were reached, officials of the International Longshoremen's Association, AFL-CIO, have hailed the new contracts as among the best in ILA history. In New Orleans, ILA negotiators erased two cents of a six-cents-an-hour differential that has existed between rates paid to Crescent City longshoremen and Port of New York rates for many years.

who recently got off the Achilles. He was bosun on the coastwise tanker. Julius Smythe is taking it easy with his family in Mandeville, La., while waiting for the strike to end. He was bosun on the Kyska, which was laid up by the ILA strike.

Houston

Jesus Grando, who comes over from Tampa to ship out of this Texas port, is sweating out settlement of the strike. He was third cook on the Midland when the ship was laid up here by the ILA beef after a trip to India. Louis Phil Hagmann Jr., who moved to Houston from Lake Charles, La., in 1959, got off the Pilot Rock on which he was steward on a voyage to India.

Mobile

Manuel Saliva is waiting to claim his deck maintenance job back on the Monarch of the Seas when the ship renews. He lives in Puerto Rico. James V. McClintock is taking it easy at his home in Foley, Ala., while waiting to reclaim his job on the same ship. Talmadge Moss got off the Council Grove to spend some time at home. He was chief pumpman on three trips that included voyages to India and Egypt.

New Orleans

Among those on the beach in New Orleans and planning to enjoy the Carnival Season, which ends with the celebration of Mardi Gras on March 2, is Stan Zeagler,

Blood Donors To Receive Union Citations

NEW YORK—Seafarers who are regular donators to the Union blood bank will be presented with special Union citations in recognition of the valuable contributions they have made to the welfare of SIU members and their families. The citations will be presented to blood bank contributors in all SIU ports.

The SIU blood bank system is maintained by the Union as a service which is available virtually free of charge to the membership. When an emergency arises, Seafarers know that they can take advantage of the supply of blood maintained by the Union for themselves or their families.

A Seafarer who finds himself in need of blood for his personal use or for his family, can receive the necessary amount from the hospital in his local city. The service is available without delay since the hospital dispenses the blood, and charges it against deposits built up in the SIU blood bank.

Member's Responsibility

To make the SIU blood bank a successful operation, it is the responsibility of Seafarers to give blood whenever they are physically able to do so. If the number of contributors to the Union bank are high, a large deposit can be built up which will be capable of taking care of any emergency.

An SIU member between the age of 18 and 60 can give blood every eight weeks with no physical harm to himself. The SIU clinics maintain certain physical requirements based on standards of blood pressure, weight and past medical history for contributors to the blood bank.

The SIU Brooklyn clinic will accept blood donations from Seafarers in the New York area. In other ports, Union members are asked to make arrangements through the port agent.

The Great Lakes



By Al Tanner, Vice President

and Fred Farnen, Secretary-Treasurer, Great Lakes

Seaway Tonnage Up In '64

We recently completed negotiations with the Canadian National Railroad Company, one of the oldest SIU-contracted companies on the Great Lakes. The C.N.R. operates the carferrys Landsdowne and Huron, that shuttle railroad cars between Detroit, Michigan and Windsor, Canada. The Landsdowne was built back in 1884 and is the oldest side-wheeler in the North American continent. The Landsdowne carries a crew of 13 men and makes several trips a day hauling approximately 14 railroad cars each trip. The Huron is an old four-stacker built in 1875 and is put into service for a few weeks each year when the Landsdowne lays up for repairs.

The St. Lawrence Seaway Authority announced that tonnage on the Seaway increased by 27 per cent over 1963. In 1964 tonnage amounted to 39.3 million tons compared to 30.9 million in 1963. Optimism is running high for the continuing growth and success of the Seaway and according to Joseph McCann, administrator, the tolls collected will eventually repay its debts and the Seaway will become a great economic stimulus for the entire mid-continent.

Great Lakes ports have reported the greatest number of ocean vessel sailings since the St. Lawrence Seaway opened in 1959. Milwaukee had a total of 439 deep sea vessels that accounted for the record amount of general cargo handled by its terminals. In addition, the port recorded the second highest volume of season trade in its history. Ocean vessels calling at Duluth-Superior carried 3.2 million tons in and out of the twin ports, also setting a new record. Cleveland, Chicago, and Toledo reported new highs for tonnage and vessel calls. All of this sounds very prosperous but it is for the foreign shipowner.

Prospects for subsidizing American-flag ships servicing the Great Lakes look very dim. A four-year development program under which subsidized operators were permitted to use the St. Lawrence Seaway has ended. The Maritime Administration has been holding hearings in New York on the general cargo traffic potential of the Great Lakes, and shipowners who testified stated their vessels showed no profit calling at Lakes ports. Several shipowners indicated that the Lakes ports still must do a great deal of engineering work in order to induce American-flag vessels. One major obstacle is the 25.5 foot drafts; another is the costly, time-consuming delays in loading cargoes. The "sailing board" time posted on the gangways of most American

vessels is becoming a joke among seamen who visit the Great Lakes. We know for fact that the sailing board on a Waterman ship in Detroit was changed 12 times in three days.

Shipping remains at a standstill here and many of our GLD members who ship out on the Coast during the off-season have postponed their yearly migration due to the Longshoremen's strike. Some of our members have been kept busy on shifting gangs in Detroit and Toledo, while others have gained berths aboard the winter boat, B. W. Calving. The Calving will probably run until the first week of February and will then lay up to prepare for fit-out sometime in March.

Huron Portland Cement Company has notified us they will operate the Schemm, a former T-2 tanker, in the cement business this coming season. The Schemm is presently drydocked in Chicago undergoing extensive changes to adapt her for Lakes service. The Schemm will carry approximately 47,000 barrels of cement each trip and future plans call for more than 50,000 barrels, depending on water levels.

OLD-TIMER



BE SURE TO SECURE FIRST AID AND PREVENT INFECTION OF ALL CUTS.



End Anti-Labor Policies, Republicans Warn Party

NEW YORK—The Republican Party must respect the ideals and adopt the policies of the American labor movement if it hopes to survive, Republican Senator Jacob K. Javits told union editors and labor leaders here. The senior senator from New York sounded this warning at a conference sponsored by the newly-established Atlantic Labor Press Conference, an affiliate of the International Labor Press Association.

Similar opinions were expressed by Governor Richard J. Hughes (D) of New Jersey and AFL-CIO President George Meany, who also addressed the conference. "The

American Political System and Its Implications for Organized Labor" was the theme of the conference, which was co-sponsored by Cornell University's School of Industrial & Labor Relations.

Union editors heard Meany point out that the only difference between labor's present participation in politics and its role in the

time of Samuel Gompers is one of degree.

"Organized labor has never made any alliance with a political group in this country, and as far as I'm concerned never will," Meany declared. Noting that unions have been closely identified with legislation all along, the AFL-CIO leader said that if organized labor were to establish a labor party, it would bring about a "class society."

He pointed out that prior to 1947 organized labor's participation in politics was limited to giving endorsements to political candidates, and that until 1947, when the Taft-Hartley Act was passed, there was no such thing as political action. Millions of dollars spent by big business groups between enactment of the Wagner Act in 1935 and passage of the Taft-Hartley Act in 1947 prevented working people from getting their rights, he asserted.

Non-Partisan Policy

"I would hate to see a one-party system in this country today," Meany continued. "We must continue to have freedom of choice, and the best way labor can ensure this is to continue following a non-partisan policy."

"The threat to the American labor movement today is that of extremism," Javits told the editors. He held that until former Senator Barry Goldwater "showed how militant he could get, extremists didn't have the nerve to express their opinions."

"The real threat to American labor lies in the danger of our seeing the emergence of an anti-labor party, a party that would bring enactment of a national 'right-to-work' law, or anti-trust legislation and a stiffer Landrum-Griffin Act," he warned.



By Frank Drozak, West Coast Representative

SIU Coast Fishermen Hit Bricks

The SIU-affiliated Seine Line Fishermen's Union in San Pedro and San Diego was forced to take strike action against several fishing boat operators when contract negotiations bogged down. Other SIU affiliates in the area are giving full support to the Seine Line Fishermen. Also in the fishing industry, the Bering Sea may be closed to fishing because of the drastically diminishing halibut catch. Fish stocks has been steadily declining in the huge fishery area that runs from San Francisco to Kamchatka, Alaska, 3,000 miles to the north. Russia and Japan have been doing extensive fishing in the area and taking catches above the previously set limits. For years, the fishery was the traditional grounds for U.S. and Canadian fishermen.

The SIU Pacific District contracted Lurline (Matson Navigation) had its sailing schedule sharply altered when it ran into engine trouble off Honolulu. The ship was 48 hours late on her return to San Francisco. After a stay in the Bethlehem Steel shipyard, the Lurline went back to sea, leaving out her regular Los Angeles stop to make up for the time lost. The Los Angeles stop will be resumed at the end of March.

San Francisco

Shipping has been fair in the Bay and the Longview Victory were in to payoff and the Young America and the Fairport signed on. Ships serviced in transit were the Monticello Victory, Losmar, Steel Admiral, Alcoa Marketer, Elizabethport, Marine, Yorkmar and the Columbia. Expected in the coming period is the Morning Light, a payoff. The Steel Traveler, Flomar, Los Angeles and the Antinous are due in transit, with the Robin Hood and Robin Kirk possibly joining the list.

Dave Barry, an SIU old timer, just arrived from Boston on the Steel Navigator. He plans to rest up on the beach awhile before shipping again. Also off the Steel Navigator was chief cook John Pastrano, who will spend some time home with the family until the ship crews up again.

W. C. Sink, an old timer who sails in the steward department, signed on the Longview Victory for a trip to Guam. He said it was not his favorite run but was ready to adjust himself to any trip.

James Temple just piled off Yorkmar, where he was chief cook. A Baltimore Seafarer, Jim says he will spend a little time in

city. In the last period the Marine the California sunshine before shipping again.

Wilmington

Shipping activity was generally good in Wilmington in the last period. The Elizabethport, Yorkmar, Fairport, Steel Traveler, Marine and Flomar passed through in transit, and the Mount Vernon Victory and the Ocean Anna paid off. The outlook for the next period remains good with several in transits expected shortly.

Mike Yurko, an SIU old timer, has taken to the beach and is selling insurance in the Los Angeles area. He looks like he is doing pretty good at his new job. Mike stops in the hall regularly to keep up old friendships and watch the shipping activity. All the fellows here wish him the best of luck in his new job.

Wilmington Seafarers were saddened by the death of Brother Robert "Lucky" Henninger, who was killed in an automobile accident in Long Beach on January 14. Lucky was well known and well regarded here. He was buried at Arlington National Cemetery in Washington.

Seattle

Shipping in Seattle has been good and is expected to remain that way. In the last period, the Trustco, Rio Grande, Ames Victory and the Seattle paid off, and the Alamar, Overseas Joyce, Marymar, Seamar, Anchorage and Marine were serviced in transit. Paying off in this period will be the Robin Kirk.

Jack Stough, who sails as a bosun, has been taking some vacation time on the beach but is ready to sail again. Tony Lalli is watching the board for a chief cook's job on a Far East run.

Your Union Benefits

By Al Kerr, Secretary-Treasurer



Death Benefits Vary With Recipient

Most Seafarers are well aware that they enjoy, along with their families, the broadest possible protection from the various benefit plans. Since there are so many, however, such as Welfare, Vacation and Pension that cover almost every conceivable type of benefit, there is occasionally a need to explain one in particular to a member. In this case we received a question from a brother inquiring about the death benefit, and the answer would be interesting and informing to all Seafarers and their families.

The brother asked: "Why, although the death benefit is \$4,000, did the beneficiary of a deceased friend of mine receive a payment of only \$500?"

We told him this: In order for the beneficiary of a deceased member to receive the \$4,000 death benefit the deceased member must have maintained eligibility prior to his death by having sailed 90 days in the calendar year, and also have had one day sea time within the previous six months aboard ships of companies that are a party of the Seafarers Welfare Plan. Obviously, this is a very simple requirement for the professional seaman. For the sailor who does not meet the simple eligibility requirement there is a protective feature in the Welfare Plan by which his beneficiary is assured of a \$500 death benefit if the deceased SIU member has at least one day sea time in the year prior to his death.

Remember, the payment of the benefits is a big and complicated job and the Union pays considerable attention to it. In this manner the membership can be more easily assisted in obtaining all the benefits to which they are due—as quickly and as simply as is possible. Each week hundred of applications are processed and benefits paid to members and their beneficiaries.

This, as I have so often mentioned, is why our plans offer the broadest possible protection to members and their families. It is another reason why the Seafarers benefit plans are exceptional.

Brothers and kin are reminded that questions are most welcome and that we will make every effort to see that any and all aspects of the benefit plans are clarified. Seafarers can be assured of a proper answer if it is within our power to do so.

New APL Cargoliner Launched On Coast

SAN FRANCISCO—The President Polk, first of three new Master Mariner cargoliners being built by SIU Pacific District-contracted American President Lines, was launched last month in San Diego. The new ships will replace older vessels in the APL fleet.

Delivery of the new President is expected in August, 1965 after final phases of construction and outfitting are completed. The 23,000-ton cargoliner will enter the trans-Pacific service between San Francisco and west coast ports and the Far East.

The keel for the second new APL cargoliner, the President Harrison, has already been laid, and will be followed by the new President Monroe.

The new APL ships will be among the most modern afloat. Seven cargo holds, four forward and three aft of the mid-ship deck house, will have a total capacity of 753,590 cubic feet of cargo, including 42,400 cubic feet of refrigerated cargo. Two of the holds will accommodate 78 20-foot containers. Liquid cargoes will be carried in a variety of sizes and types of tanks.

The vessels will have a fully loaded sustained cruising speed of 20.5 knots and an operating speed of over 23 knots at reduced drafts. Passengers will enjoy air-conditioned cabins and public rooms.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

Grid Stars Won't Buy Co. Union

The owner of the Philadelphia football Eagles, an employer as well as a sportsman, has taken the old company union trick play out of the bag and is trying to sell it to his grid stars.

The linemen and backs aren't buying, however. They admit that owner Jerry Wolman has treated them fairly, but, like other union men, they're more worried about their bargaining power and their fringe benefits.

Lineman Dave Graham, for example, wanted to know what would happen to players sold or traded to another team? "Right now," he said, "the players association has tremendous bargaining power and it's good to know you have that power."

Quarterback King Hill, the players' representative, is also opposed to the company union idea. Hill said there was a question of "ethics" and "integrity" involved in the controversy.

Ordell Braase of the Baltimore Colts, president of the players association, said the company union offer by the Eagles' owner would strengthen the association. "Acts like this," he said, "insult the players' intellect."

Braase predicted that the Eagles would stay with the players association, which administers the welfare and pension plan for NFL grid stars.

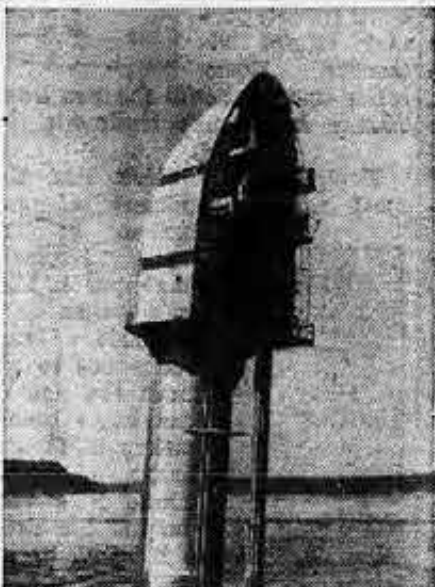


The SIU Pacific District-contracted American President Lines' new Master Mariner-type cargoliner President Polk took to the water last month after launching ceremonies at San Diego, California.

PHOTOS
STORIES
POETRY
ETC.



*Send 'em to the Log

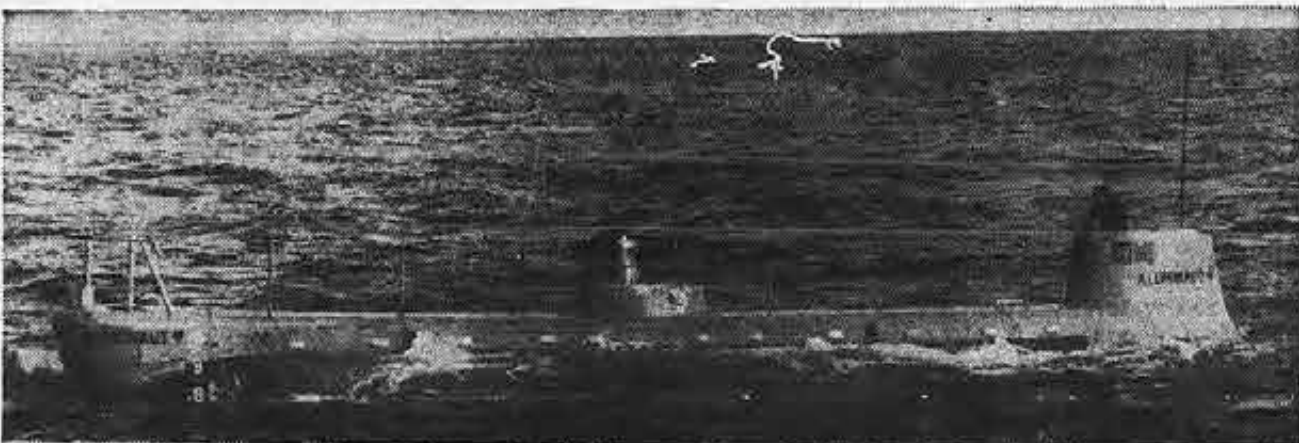


Of all the new craft designed to study the sea, Flip is one of the oddest. Flip stands for Floating Instrument Platform and is financed by the Navy and operated by Scripps Institution of Oceanography. When water is pumped into stern section, craft stands on end but rides motionless in 30-foot waves, providing a stable platform for delicate measuring instruments.

Called Star I, this one-man submarine (right) is designed for deepwater research and rescue work. The battery-powered, 2,500 pound, nine-foot craft can operate at depths of 200 feet for up to four hours. It is light enough to be carried by plane.



The GEM (ground effects machine) at left is a hybrid, capable of traveling on both land and sea on a cushion of air forced beneath the craft by large fans. It is capable of 70 knots.



The term "inner space" is used to refer to the unexplored depths of the world's oceans—and what the astronauts are doing for the exploration of outer space, the Aluminaut (above) is expected to do for inner space. The 50-foot sub is designed to go down 15,000 feet with its three-man crew and travel at that depth for 100 miles. The mobility and versatility of the craft are expected to be of value in many forms of underwater work, including general exploration, salvage work, underwater mining and similar jobs which are expected to become increasingly important in the future.

99 100 KOOKY CRAFT

Exploration of the watery regions of the world for scientific, military and commercial purposes is increasing each year—more than paralleling advances in the exploration of outer space. Oceanics, the name given to the study and exploitation of the world's oceans is felt to hold more potential benefits for mankind than can even be dreamed of at this time. Scientists have begun to think of the oceans of the future as vast suppliers of food, minerals and fuel, and as broad highways for the rapid world-wide transportation of goods.

Many Seafarers have had first-hand experience with the latest techniques of oceanic exploration while sailing aboard SIU-contracted research vessels like the Anton Bruun (Alpine Geophysical) and the Robert D. Conrad (Maritime Operation). But the rapidly increasing pace of ocean research has led to the development of many strange, special-purpose craft.

Designed to poke, prod and plumb the oceans for the secrets they hold, some of these craft are totally unlike vessels which have sailed the seas in the past. Some are constructed to withstand the terrible pressures of the ocean depths to seek out mineral and animal wealth to clothe, feed and warm the future population of the earth. Others are designed to study the top-most layers of the oceans—currents, animal life, weather patterns. Still others are designed to test new methods of propulsion over the surface of the sea at speeds unheard of in the past.

Some of these odd new craft are pictured on this page. They represent the latest phase of man's continuing exploration of the world in which he lives. Like many new things designed for unconventional purposes they may seem somewhat "kooky" to the casual viewer. Seafarers can expect to see more such craft in the future however, and may someday find themselves shipping on vessels like them.



To increase the speed of vessels traveling over the surface of the sea, the hydrofoil technique is gaining increasing interest. Vessels equipped with hydrofoils, like the experimental naval craft above, use thin metal wing-like foils beneath their hulls to raise the hull out of the water when the craft picks up speed. This reduces the drag of water on the hull and permits high speed with greatly reduced fuel consumption. Many small hydrofoil craft are already operating in the U.S. and overseas, and naval applications of the technique are under study for anti-submarine work.



Beef Box

By Robert A. Matthews,

Vice-President, Contracts, & Bill Hall, Headquarters Rep.

Once again we are presenting beefs which were settled by the Joint Clarification Committee, which consists of representatives of the Contracts Department, and representatives from the company to which the beef applied.

One such beef was in relation to the supply of milk for the crew's consumption. In order to settle this much discussed dispute, it was agreed to change Article II, Section 40 of the Tanker Agreement. It was unanimously decided to delete the word "milk" from the second sentence of section (a) and to amend the remainder of the section as follows:

- (b) (1) Vessels making a foreign voyage shall store canned whole fresh milk at the rate of 1 pint per man per day for the duration of the voyage.
- (2) While a vessel is in continental U.S. ports, fresh milk from local dairies is to be served three times a day. Prior to a vessel departing from any domestic ports going to another domestic port and a foreign port, forty (40) gallons of local fresh milk must be placed on board.
- (3) After departure from the last continental U.S. port and the supply of fresh local milk has been consumed, canned whole fresh milk is to be served at breakfast only while at sea.
- (4) While in a foreign port, canned whole fresh milk is to be served three times a day as per agreement.
- (5) No purchase of milk shall be made in foreign ports while canned whole fresh milk is available.
- (c) If milk is provided for persons other than crewmembers, then additional milk must be supplied for such use.

In order to clarify and reaffirm the intention of the first paragraph of Section 7 of the Freightship agreement in regards to breaking watches, the Committee unanimously agreed to delete the last sentence of the first paragraph, and between the first and second paragraphs, and insert two new paragraphs as follows:

- "When the vessel arrives in port and is to depart prior to midnight of the following day, sea watches for those men who are to maintain donkey watches shall not be broken.
- "When the vessel arrives in port and is scheduled to depart after midnight of the following day, sea watches for those men who are to stand donkey watches shall be broken at midnight on day of arrival."

Another question which was put before the Committee requested clarification of transportation and payoff procedures. The problem is described in this example:

"The vessel was operating between continental United States Gulf Ports and Puerto Rico on coastwise articles. During this period several seamen joined the vessel in Puerto Rico and remained in the vessel's employ for three or four months following. During their employment, the vessel proceeded to New York where foreign articles were signed and the vessel made a foreign voyage which terminated in New York. Subject seamen terminated service with the vessel and requested return transportation to their port of engage-

ment in Puerto Rico. The vessel again signed foreign articles but did not return to Puerto Rico and made another foreign voyage.

Question: Under the circumstances described above, are the seamen entitled to return transportation from New York to their port of engagement in Puerto Rico?

Answer: The Joint Clarification Committee unanimously agreed that in the circumstances described above the seamen are entitled to return transportation to their port of engagement in Puerto Rico.

A beef which the Clarifications Committee ruled on regarded a provision of the Freightships Agreement covering the installation of engine castings on motor vessels.

A question on which pay rate applies on the use of portable sand blasters, not covered in the collective bargaining agreement, was put before the Committee.

Question: Various companies have considered the use of portables and blasters aboard their vessels and in at least one instance have placed such machines in operation. The use of these machines not being specifically covered in the collective bargaining agreement, the question arose as to what remuneration, if any, should be made to unlicensed personnel required to operate the portable sandblasters which require one man to keep the hopper supplied with grit and one man to operate the unit at the nozzle end. The two men so employed normally rotate between the two functions. The Union pointed out that there had been an exchange of letters between Isthmian Lines, Inc. and the SIU, wherein it was understood that when portable sandblasters were employed aboard Isthmian vessels, overtime would be paid to both men as follows: regular overtime rate during straight time hours and overtime and one-half during overtime hours.

Answer: The Committee unanimously agreed that the use of portable sandblasters would be included under the provisions of Article III, Section 25 (Using Paint Spray Guns), and payment would be made under the provisions of that section only while the equipment is in use. Work incidental to the preparation, assembly, and disassembly of the equipment and cleaning up after its use are considered to be routine duties of the Deck Department and no overtime shall be payable unless such work is performed during overtime hours.

Beefed Up 50-50 Bill Placed In House

WASHINGTON—A bill designed to put a few more teeth into cargo preference laws and more government-financed cargoes into the holds of U.S.-flag ships has been placed before the House Merchant Marine Committee by Representative Edward A. Garmatz (R-Md).

The measure would limit the amount of government-financed cargoes and foreign-aid shipments carried by foreign-flag bottoms or third-flag ships (ships belonging to countries other than the U.S. or the recipient nation).

Under the proposed bill, exceptions could be made only if American-flag ships were not available at reasonable rates or if a state of emergency is declared by the President.

The SIU and other maritime unions have called for a tightening of the enforcement of the present cargo preference laws, which allow for a minimum of 50 percent of

such government-financed cargoes to travel on U.S.-flag ships. The present law contains so many loopholes however, that government agencies, notably the Agriculture and Defense Departments, have been able to thwart the purpose of the laws and the express will of Congress to place many of these cargoes aboard foreign-flag ships and avoid giving U.S.-flag vessels even the bare 50 percent minimum called for under the reasonable rates by geographic areas. Nations receiving foreign aid shipments would be allowed to carry 50 percent of such cargoes, but if they cannot furnish enough of their own tonnage they could not use third-country ships, but would have to charter American-flag vessels if they are available.

AFL-CIO Blasts Growers

Cites Sabotage Of Anti-Bracero Plan

WASHINGTON—Organized labor has charged at Senate hearings that growers are deliberately sabotaging efforts to recruit American farm workers in order to force the government to revive the Mexican "bracero" import program.

The AFL-CIO, the California AFL-CIO, the Meat Cutters and the Packinghouse Workers told the Senate Agriculture Committee that an abundance of manpower is available—at U.S. wages and working conditions.

California and Florida growers and their representatives packed the committee chamber for the hearing called suddenly by Chairman Allen J. Ellender (D-La.).

Labor Sec. W. Willard Wirtz, the chief witness, was raked over on the basis of grower complaints that domestic farm laborers could not be recruited, that they would not do the work, that Mexican nationals are urgently needed to prevent crop losses and that Wirtz's new wage and job standards are costly and objectionable.

Wirtz said that with some 3.5 million American unemployed, he could not believe that the needed farm labor could not be recruited. He conceded there could indeed be a farm labor shortage—at the low wage rates offered. He said imported labor had contributed substantially to keeping down farm wages.

The growers, many of whom operate on a piece-rate basis, attacked Wirtz's action in recently setting hourly minimums and other

conditions—like paid transportation and work guarantees—which growers would have to offer U.S. job seekers before he would clear the way for foreign workers under federal immigration laws.

Senators Spessard L. Holland (D-Fla.), George Murphy (R-Calif.) and Thomas Kuchel (R-Calif.), along with Ellender, put Wirtz under a crossfire of questioning. The secretary held firm, saying he was opposed on legal, economic and social grounds to bringing in foreign workers while Americans were jobless.

Walter Simcich, member of the California AFL-CIO's Research Dept., testified for the AFL-CIO, and Exec. Sec.-Treas. Thomas L. Pitts of the California AFL-CIO joined the testimony.

Simcich cited recent evidence of "both the abundance of available domestic manpower and the deliberate undercutting (by employers) of the federal-state recruiting efforts."

He described one case in which the Imperial Valley Farmer Association on Dec. 31 cancelled a 3-day old order for 1,800 domestic workers which it had placed with federal-state recruiters, with workers already enroute. He described other situations in which growers' buses failed to show up and where orders greatly exceeded workers employed.

Arnold Mayer, legislative representative of the Meat Cutters, charged that "the growers want foreign workers because they do not want to pay American wages."

Gilbert L. Simonson, director of UPWA District 4, and Kerry Napuk, of the union's Research Dept., spoke up especially for packing shed workers whose jobs, they said, were "destroyed" by imported Mexicans.

Simonson strongly opposed any import labor program and said the farm workers must be allowed to join industrial workers in being given legal protection to organize and bargain collectively.

The INQUIRING SEAFARER

QUESTION: The famed landmark of New York harbor has been for many years the Statue of Liberty. As a Seafarer, which other world harbor landmarks come to mind as famous?

Daniel Megias: There is the Morro Castle in San Juan, P. R.

It is a huge stone castle that sits right on the channel into the harbor. This castle was built many centuries ago, and has become quite a popular tourist attraction. Every sailor that goes into the San Juan Harbor knows this landmark.



Hugh Wells: I think that the most famous landmark of any harbor is the Little Mermaid in Denmark.

This is a statue of a mermaid that stares out to sea from the end of the huge breakwaters in Copenhagen harbor. There is a very interesting story behind the little mermaid, and she is loved by all Danes.



Al Sandino: In Rio de Janeiro there is the sugar loaf mountain.

That is a huge granite rock that stands at the entrance to the Rio harbor. It is used as a harbor and shore line marker, as well as an airplane beacon, because it is so high. Also in Rio is the huge figure of Christ on another hill.



Ronald McDowell: The most famous landmark I know of is the Gateway to India arch that stands on the waterfront in Bombay.

The English consider Bombay the only entrance to the interior of India, so when Queen Victoria visited Bombay, they built this monument for her.



Adolf Strawinski: I guess you could say that Mt. Fuji in Japan is the landmark of the entire country.

but if you come into the Tokyo harbor early in the morning, you can see Mt. Fuji with the morning sun on it. It is a very impressive sight.



Otho Babbs: The landmark of fame in Houston is the Battleship Texas.

This ship was in Pearl Harbor when the Japanese bombed it. Now the ship sits, still commissioned, in the channel to Houston. They also have the Texas Tower there. You can see the five points of the star on top from any direction of the compass.



YOUR UNION MEETINGS ARE IMPORTANT TO YOU.



SPAD

**Seafarers
Political Activity
Report**



MAP COPE LEADERSHIP CLINICS—The AFL-CIO's Committee on Political Education will hold a series of leadership clinics this year for top officers of state and local central bodies, Director Al Barkan has announced.

He said he hoped that the clinics would lead to the holding of political workshops in each state geared to preparations for the 1968 elections. State, local and congressional district COPE organizations, he stressed, will have a major task to offset the drop in registration and voting that usually occurs in non-Presidential elections.

Specific states, locations and groupings of states involved in the COPE clinics will be announced later, Barkan said, although the series is tentatively scheduled to begin Mar. 26. He said the normal pattern of larger COPE area conferences will be resumed in 1966.

Barkan said the sessions, designed to perfect techniques and mechanics of COPE operations, will substitute this year for the annual COPE area conferences held for many years. The change in format was adopted by COPE's Operating Committee.



HAIL INDIANA WORK LAW REPEAL—The head of the National Council for Industrial Peace hailed the repeal of Indiana's so-called "right-to-work" law as the "beginning of the end of an ignoble experiment in punitive anti-labor legislation."

James Patton, chairman of the council and president of the National Farmers Union, said the action also represented "the opening battle" in the fight to win congressional repeal of Sec. 14b of the Taft-Hartley Act, which permits the states to outlaw union-shop agreements between labor and management.

Patton congratulated Indiana Governor Roger D. Branigin (D) for carrying out his pledge to sign the repeal measure.

"The action was morally right and politically right," he said. "Most important, it was economically right, for 'right-to-work' is punitive, class legislation aimed at the workingman and woman. In Indiana the proponents of 'right-to-work' legislation also sought to invoke it against farmers."

In signing the repeal of the 8-year-old law, Governor Branigin noted that Democratic candidates had pledged to give repeal first priority if they obtained a majority in the state legislature.

"I am signing in fulfillment of that pledge" Branigin said. "This gives opportunity for free negotiations. It is in the public interest and the interest of the state of Indiana."

State AFL-CIO President Dallas Sells, at the signing ceremony, thanked the governor and the Democratic Party "on behalf of the working men and women" of the state. Repeal of "right-to-work," Sells said, "returns a measure of individual freedom to these working people."

LABOR ROUND-UP

A 112-day strike by members of the Meat Cutters Union at Texas Plastics, Inc., Elsa, Texas, was finally won with the help of the "Operation Bootstrap" program of the Lone Star State's AFL-CIO. "Bootstrap" is a three-year-old information and public relations program designed to get labor's views to the public. Texas Plastics workers gained "union security, decent wages and conditions and a no-discrimination clause." In addition, all striking workers were reinstated. Texas AFL-CIO Secretary-treasurer Roy R. Evans said plans are afoot to expand the "Bootstrap" program during the coming year.



The New York State Supreme Court has ruled that Eastern Airlines must pay the striking Flight Engineers Union \$26,000 in union dues collected by the company under the checkoff provision of the contract. The money has been held by the company since the union struck it in June 1962. The strike is still in progress.



A score of construction workers victimized by an unfair labor practice of an employer at the Bull Shoals Dam in the Ozarks will receive back pay totaling more than \$13,000 under a National Labor Relations Board ruling. The unfair labor practice in

this case occurred more than 15 years ago. A number of the construction workers died while the case was pending and, where eligible, their widows will obtain the back pay due their late husbands.



William H. Burnell has been named to the top post of the Pulp, Sulphite and Paper Mill Workers, succeeding John P. Burke, who resigned after 48 consecutive years as the Union's president-secretary. Burnell had been first vice-president. Burke, was named president emeritus by the Union's Executive Board. Burnell has been acting president-secretary for the last 18 months. He is a charter member of Local 72 in Esponala, Ont., and was elected fourth vice-president in 1929. He is now 72.



Detroit labor rallied behind the city's hotel workers to help them win a strike-lockout which tied up local hostilities. That help is considered partly responsible for the contract gains made by the 2,500 members of the Hotel and Restaurant Workers Union. The new pact calls for a 33½-cent wage increase over three years for non-tip workers and other benefits. A fourth-year wage re-opener will be based upon the 1966-67 cost-of-living index. New top minimums were also put into effect for different job categories.

"One Man's Meat..."



The union-busters who have gorged themselves so long on the low wage, open shop spoils gained from the so-called "right-to-work" laws, seem finally to have bitten off more than they can chew. The American public has awakened to the fraud of "right-to-work," and it now appears that the Congress will strike down Section 14(b) of the Taft-Hartley Act, which allows such laws, in this session. Indiana took the lead last month by repealing its "right-to-work" law.

The battle is far from over, however, and the union-busters can be counted upon to pull even more tricks from their bag. The labor movement must be ready to counter them on every turn, not only for itself but for the welfare of all Americans.

Waterway User Tax

The Administration has again proposed a waterway users tax that would place an added levy on the fuel used by the nation's inland water carriers. That this tax proposal keeps cropping up in each new budget is another indication of the Government's continued down-grading of water-borne commerce in relation to other forms of transportation. Rather than adding to the burdens of the nation's inland and deep water carriers, the Administration should be planning programs to bring a healthy, vigorous status back to this vital form of transporta-

tion. The renewed proposal for the levy does not seem to fit in with the President's promise of a "new policy" for our Merchant Marine.

The "Great Society"

The new Senate got off to a fast start on the road to President Johnson's Great Society. They passed the Administration's water pollution bill and approved the \$1.1 billion Appalachia program, a key part of the war on poverty. With new and vigorous lawmakers in the old chamber working on a stepped-up timetable, this session of Congress could become one of the most productive in recent history. Let's hope that the new blood injected by the elections will not get that tired feeling as the session wears on.

Gallant Ship

The SIU Pacific District-contracted President Wilson has been cited as a "Gallant Ship" by the Maritime Administration for the part her crew played in the rescue of survivors from the wreck of a Liberian freighter. Last year, a similar honor was conferred on the crew of the SIU-contracted Titan for another heroic rescue at sea. The LOG joins with the nation in saluting these courageous Seafarers, proud members all of the Brotherhood of the Sea.

KEY TO CONGRESS



THE COMMITTEE



SEAFARERS, like all other American trade union workers, have an increasingly vital concern with the activities of the law-making branch of the federal Government—the Congress of the United States. What the Congress does—and what it fails to do—almost invariably has a direct effect on the well-being of American workers. Because trade unions are determined to protect the interests of working men and women and to help make America a better place for all to live in, the organized labor movement is constantly active on the legislative front, seeking to obtain passage of beneficial legislation and the defeat of laws that are against the people's interest.

Right now the AFL-CIO is pushing a vast legislative program, calling for Congressional action on a range of matters most vital to American workers and their families. These include a call for repeal of section 14(b) of the Taft-Hartley Act, which allows states to enact right-to-work laws; the passage of legislation to provide hospital care for the aged (medicare); laws to aid education and other essential legislative protection.

The SIU is also working for enactment of various laws affecting the merchant marine that will be of direct benefit to Seafarers and other maritime and allied craft workers.

The Congress is the governmental branch

through which this vast effort must be accomplished. Because of the enormous amount of legislation that pours into each session of Congress, it is almost impossible for the Congress acting as a whole to give attention to all proposed legislation. The work of selecting bills to receive attention and recommending appropriate action on them is, therefore, done by committees.

These committees are, in effect, the key to the Congress. When a bill is introduced in the Senate or House it is assigned to the appropriate committee. The committee may call hearings in the course of its considerations of the bill. It is the committee which can decide the fate of a proposed law. The committee may kill the bill, it may let it die or it may submit it to the entire body with recommendations for passage.

So, it is in the committee that the first efforts must be made. In the adjoining columns are listed the major congressional committees that deal with legislation affecting the well-being of Seafarers and other American trade union workers. From time to time in the coming year, Seafarers will be called on to assist in the Union's efforts to achieve labor's legislative goals by writing to members of these committees in connection with specific legislation. It is a good idea to familiarize yourself with these committees and to clip and save the page with the committee listing for future use.

Major Congressional Committees

Senate

Following are members of congressional committees which will deal with legislation of special interest to labor. New members of the committees are identified with asterisks.

Commerce Committee

- Democrats**
Warren G. Magnuson (Wash.) chairman
John O. Pastore (R.I.)
A. S. Mike Monroney (Okla.)
Frank J. Lausche (O.)
E. L. Bartlett (Alaska)
Vance Hartke (Ind.)
Gale W. McGee (Wyo.)
Philip A. Hart (Mich.)
Howard W. Cannon (Nev.)
Daniel B. Brewster (Md.)
Marjorie B. Neuberger (Ore.)
Ross Bass (Tenn.)

Republicans

- Norris H. Cotton (N.H.)
Thurston B. Morton (Ky.)
Hugh Scott (Pa.)
Winston L. Prouty (Vt.)
James B. Pearson (Kan.)
Peter H. Dominick (Colo.)

Labor & Public Welfare

- Democrats**
Lister Hill (Ala.), chairman
Pat McNamara (Mich.)
Wayne Morse (Ore.)
Ralph W. Yarborough (Tex.)
Joseph S. Clark (Pa.)
Jennings Randolph (W. Va.)
Harrison A. Williams, Jr. (N.J.)
Claiborne Pell (R.I.)
Edward M. Kennedy (Mass.)
Gaylord Nelson (Wis.)*
Robert F. Kennedy (N.Y.)*
- Republicans**
Jacob K. Javits (N.Y.)
Winston L. Prouty (Vt.)
Peter H. Dominick (Colo.)*
George Murphy (Calif.)*
Paul J. Fannin (Ariz.)*

Finance

- Democrats**
Harry Flood Byrd (Va.) chairman
Russell B. Long (La.)
George A. Smathers (Fla.)
Clinton P. Anderson (N.M.)
Paul H. Douglas (Ill.)
Albert Gore (Tenn.)
Herman E. Talmadge (Ga.)
Eugene J. McCarthy (Minn.)
Vance Hartke (Ind.)

Merchant Marine and Fisheries

- Democrats**
Herbert C. Bonner (N.C.), chairman
Edward A. Garmatz (Md.)
Leonor K. Sullivan (Mo.)
T. A. Thompson (La.)
Frank M. Clark (Pa.)
Thomas L. Ashley (O.)
John D. Dingell (Mich.)
Alton Lennon (N.C.)
Thomas N. Downing (Va.)
Bob Casey (Tex.)
James A. Byrne (Pa.)
Harlan Hagen (Calif.)
Edith Green (Ore.)
Paul G. Rogers (Fla.)
Frank A. Stubblefield (Ky.)
John M. Murphy (N.Y.)
Jacob H. Gilbert (N.Y.)
J. Russell Tuten (Ga.)
William L. St. Onge (Conn.)
John G. Dow (N.Y.)
Raymond F. Clevenger (Mich.)

Republicans

- William S. Mailliard (Calif.)
Thomas M. Pelly (Wash.)
Robert F. Ellsworth (Kan.)
Stanley R. Tupper (Me.)
Charles A. Mosher (O.)
James R. Grover, Jr. (N.Y.)
Rogers C. B. Morton (Md.)
Hastings Keith (Mass.)
Jack Edwards (Ala.)
G. Robert Watkins (Pa.)

Education & Labor

- Democrats**
Adam Clayton Powell, Jr. (N. Y.), chairman
Carl D. Perkins (Ky.)
Edith Green (Ore.)
James Roosevelt (Calif.)
Frank Thompson, Jr. (N. J.)
Elmer J. Holland (Pa.)
John H. Dent (Pa.)
Roman C. Pucinski (Ill.)
Dopinick V. Daniels (N. J.)
John Brademas (Ind.)
James G. O'Hara (Mich.)
Ralph J. Scott (N.C.)
Hugh L. Carey (N.Y.)
Augustus F. Hawkins (Calif.)
Carlton R. Sickles (Md.)

- Sam M. Gibbons (Fla.)
William D. Ford (Mich.)*
William D. Hathaway (Me.)*
Patsy T. Mink (Hawaii)*
James H. Scheuer (N.Y.)*
Lloyd Meeds (Wash.)*

Republicans

- William H. Ayres (O.)
Robert P. Griffin (Mich.)
Albert H. Quie (Minn.)
Charles E. Goodell (N.Y.)
John M. Ashbrook (O.)
David T. Martin (Neb.)
Alphonzo Bell (Calif.)
Paul Findley (Ill.)
Ogden R. Reid (N.Y.)*
Glenn Andrews (Ala.)*

Ways & Means

- Democrats**
Wilbur D. Mills (Ark.), chairman
Cecl R. King (Calif.)
Hale Boggs (La.)
Eugene J. Keogh (N.Y.)
Frank M. Karsten (Mo.)
A. Sydney Herlong, Jr. (Fla.)
John C. Watts (Ky.)
Al Ullman (Ore.)
James A. Burke (Mass.)
Clark W. Thompson (Texas)
Martha W. Griffiths (Mich.)
W. Pat Jennings (Va.)
George M. Rhodes (Pa.)
Dan Rostenowski (Ill.)
Phil M. Landrum (Ga.)*
Charles A. Vanik (O.)*
Richard H. Fulton (Tenn.)*

Republicans

- John W. Byrnes (Wis.)
Thomas B. Curtis (Mo.)
James B. Utt (Calif.)
Jackson E. Betts (O.)
Herman T. Schneebelt (Pa.)
Harold R. Collier (Ill.)
Joel T. Brodyhill (Va.)
James F. Battin (Mont.)*

Banking & Currency

- Democrats**
Wright Patman (Tex.), chairman
Abraham J. Multer (N.Y.)
William A. Barrett (Pa.)
Leonor K. Sullivan (Mo.)
Henry S. Reuss (Wis.)
Thomas L. Ashley (O.)

- J. W. Fulbright (Ark.)
Abraham A. Ribicoff (Conn.)

Republicans

- John J. Williams (Del.)
Frank Carlson (Kans.)
Wallace F. Bennett (Utah)
Carl T. Curtis (Neb.)
Thurston B. Morton (Ky.)
Everett McKinley Dirksen (Ill.)

Banking & Currency

- Democrats**
A. Willis Robertson (Va.) chairman
John J. Sparkman (Ala.)
Paul H. Douglas (Ill.)
William Proxmire (Wis.)
Harrison A. Williams, Jr. (N.J.)
Edmund S. Muskie (Me.)
Edward V. Long (Mo.)
Maurine B. Neuberger (Ore.)
Thomas J. McIntyre (N.H.)
Walter F. Mondale (Minn.)*

Republicans

- Wallace F. Bennett (Utah)
John G. Tower (Tex.)
Strom Thurmond (S.C.)*
Bourke B. Hickenlooper (Ia.)*

Judiciary

- Democrats**
James O. Eastland (Miss.), chairman

House

- William S. Moorhead (Pa.)
Robert G. Stephens, Jr. (Ga.)
Fernand J. St. Germain (R.I.)
Henry B. Gonzalez (Tex.)
Joseph G. Minish (N.J.)
Charles L. Weltner (Ga.)
Richard T. Hanna (Calif.)
Bernard F. Grabowski (Conn.)
Compton I. White, Jr. (Ia.)
Thomas S. Gettys (S.C.)*
Paul H. Todd, Jr. (Mich.)*
Richard L. Ottinger (N.Y.)*
Earle Cabell (Tex.)*
Thomas C. McGrath (N.J.)*
John R. Hansen (Ia.)*
Frank Annunzio (Ill.)*

Republicans

- William B. Widnall (N.J.)
Paul A. Fino (N.Y.)
Florence P. Dwyer (N.J.)
Seymour Halpern (N.Y.)
James Harvey (Mich.)
William E. Brock III (Tenn.)
Burt L. Talcott (Calif.)
Del Clawson (Calif.)
Albert W. Johnson (Pa.)*
John C. Stanton (O.)*
Chester L. Mize (Kan.)*

Judiciary

- Democrats**
Emanuel Celler (N.Y.), chairman
Michael A. Feighan (O.)
Frank Chelf (Ky.)
Edwin E. Willis (La.)
Peter W. Rodino, Jr. (N.J.)
Byron G. Rogers (Colo.)
Harold D. Donohue (Mass.)
Jack Brooks (Texas)
William M. Tuck (Va.)
Robert T. Ashmore (S.C.)
John Dowdy (Tex.)
Basil L. Whitener (N.C.)
Herman Toll (Pa.)
Robert W. Kastenmeier (Wis.)
Jacob H. Gilbert (N.Y.)
James C. Corman (Calif.)
William L. St. Onge (Conn.)
George F. Senner, Jr. (Ariz.)
W. Donlon Edwards (Calif.)
William L. Hungate (Mo.)*
Herbert Tenzer (N.Y.)*
John Conyers, Jr. (Mich.)*
George W. Grider (Tenn.)*
Andrew Jacobs, Jr. (Ind.)*

Republicans

- Frances P. Bolton (O.)
E. Ross Adair (Ind.)
William S. Mailliard (Calif.)
Peter Frelinghuysen, Jr. (N.J.)
William S. Broomfield (Mich.)
J. Irving Whalley (Pa.)
H. R. Gross (Ia.)
E. Y. Berry (S.D.)
Edward J. Derwinski (Ill.)
F. Bradford Morse (Mass.)
Vernon W. Thomson (Wis.)
James G. Fulton (Pa.)*

Rules

- Democrats**
Howard W. Smith (Va.), chairman

- Olin D. Johnston (S.C.)
John L. McClellan (Ark.)
Sam J. Ervin, Jr. (N.C.)
Thomas J. Dodd (Conn.)
Philip A. Hart (Mich.)
Edward V. Long (Mo.)
Edward M. Kennedy (Mass.)
Birch Bayh (Ind.)
Quentin N. Burdick (N.D.)
Joseph D. Tydings (Md.)*

Republicans

- Everett McKinley Dirksen (Ill.)
Roman L. Hruska (Neb.)
Hiram L. Fong (Hawaii)
Hugh Scott (Pa.)
Jacob K. Javits (N.Y.)*

Foreign Relations

- Democrats**
J. W. Fulbright (Ark.), chairman
John J. Sparkman (Ala.)
Mike Mansfield (Mont.)
Wayne Morse (Ore.)
Russell B. Long (La.)
Albert Gore (Tenn.)
Frank J. Lausche (O.)
Frank Church (Ida.)
Stuart Symington (Mo.)
Thomas J. Dodd (Conn.)
George A. Smathers (Fla.)

Republicans

- William M. McCulloch (O.)
Richard H. Poff (Va.)
William C. Cramer (Fla.)
Arch A. Moore, Jr. (W. Va.)
John V. Lindsay (N.Y.)
William T. Cahill (N.J.)
Clark MacGregor (Minn.)
Charles McC. Mathias, Jr. (Md.)
Carleton J. King (N.Y.)
Edward Hutchinson (Mich.)*
Robert McClory (Ill.)*

Foreign Affairs

- Democrats**
Thomas E. Morgan (Pa.), chairman
Clement J. Zablocki (Wis.)
Omar Burleson (Tex.)
Edna F. Kelly (N.Y.)
Wayne L. Hays (O.)
Armistead I. Selden, Jr. (Ala.)
Barratt O'Hara (Ill.)
L. H. Fountain (N.C.)
Dante B. Fascell (Fla.)
Leonard Farbstein (N.Y.)
Charles C. Diggs, Jr. (Mich.)
Lindley Beckworth (Tex.)
Harris B. McDowell, Jr. (Del.)
William T. Murphy (Ill.)
Cornelius E. Gallagher (N.J.)
Robert N. C. Nix (Pa.)
John S. Monagan (Conn.)
Donald M. Fraser (Minn.)
Ronald Brooks Cameron (Calif.)
Benjamin S. Rosenthal (N.Y.)*
Edward R. Roybal (Calif.)*
John C. Culver (Ia.)*
Lee H. Hamilton (Ind.)*
Roy H. McVicker (Colo.)*

Republicans

- James C. Wright (Texas)
Kenneth J. Gray (Ill.)
Frank M. Clark (Pa.)
Ed Edmondson (Okla.)
Harold T. Johnson (Calif.)
W. J. Bryan Dorn (S.C.)
David N. Henderson (N.C.)
Arnold Olsen (Mont.)
J. Russell Tuten (Ga.)
Ralph J. Rivers (Alaska)
Ray Roberts (Tex.)
Robert A. Everett (Tenn.)*
Richard D. McCarthy (N.Y.)*
James Kee (W.V.)*
John R. Schmidhauser (Ia.)*
Robert E. Sweeney (O.)*
James J. Howard (N.J.)*
Kenneth W. Dyal (Calif.)*

Republicans

- William C. Cramer (Fla.)
John F. Baldwin (Calif.)
William H. Harsha, Jr. (O.)
John C. Kunkel (Pa.)
James R. Grover, Jr. (N.Y.)
James C. Cleveland (N.H.)
Don H. Clausen (Calif.)
Charles A. Halleck (Ind.)*
Charlotte T. Reid (Ill.)*
Robert C. McEwen (N.Y.)*
James D. Martin (Ala.)*

Public Works

- Democrats**
Pat McNamara (Mich.), chairman
Jennings Randolph (W. Va.)
Stephen M. Young (O.)
Edmund S. Muskie (Me.)
Ernest Gruening (Alaska)
Frank E. Moss (Utah)
Lee Metcalf (Mont.)
B. Everett Jordan (N.C.)
Daniel K. Inouye (Hawaii)
Birch Bayh (Ind.)
Fred R. Harris (Okla.)*
Joseph M. Montoya (N.M.)*

Republicans

- John Sherman Cooper (Ky.)
Hiram L. Fong (Hawaii)
J. Caleb Boggs (Del.)
James B. Pearson (Kan.)
George Murphy (Calif.)*

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By Fred Stewart & Ed Mooney
Headquarters Representatives

Emergency Signals And Procedures

The subject of emergency signals and procedures is always timely, but it comes to mind especially at this time because misunderstood signals and commands have been in the news recently in connection with sea mishaps. There can be unnecessary loss of life if both officers and men do not have a thorough understanding of the emergency signals and their meanings.

We all have to be reminded of this from time to time—both old-timers and the younger brothers going aboard ships for the first time. After you check in with your delegate, and report to the department head giving them the two halves of your Union assignment card, and when you have your gear stowed and are otherwise squared away, then take the time to check your emergency stations. Your number on the Station Bill usually corresponds with your number on the Articles or Crew List. In addition to the Station Bill, maritime law requires the Old Man to have a station card given to all crewmembers before leaving on a voyage. However these cards are usually in a permanent frame over the man's bunk.

You would do well to follow this up by actually locating your fire station and finding out which boat you belong in and what your job is. Emergencies don't always wait until you have had your first drill. Take the fire and boat drills seriously, even if it means extra work. Remember that the lifeboats and other lifesaving gear are not there because the shipowner wants them, but because the law requires him to have it for your protection—so take good care of all emergency equipment and know how to use it.

Signals For Abandoning Ship

The abandon ship stations signal is: Seven or more short and one long blast on the ship's whistle, followed by the same signal on the general alarm system—meaning seven or more short and one long ring. Note here that you have two sources of power, steam and electric, just in case one should fail. The reason for the signal being this long and complicated is so that you will not confuse it with other signals, such as meeting or crossing, etc. This signal is used in drills and in actual emergencies, and it means that you report to your abandon ship station, suitably clothed and wearing a life preserver. After mustering at your assigned station you follow further orders and instructions by the officer in charge.

Other Signals Used During Abandon Ship Drills And Operations

One Blast On The Whistle means: Lower boats when ready. This signal can be called the actual abandon ship signal if no orders to the contrary are given.

Two Blasts means: Stop lowering boats. During drills this signal usually means that you start hoisting the boat back up and swing it in. However there is another seldom-used boat recall signal which we will go into in a later column.

Three Blasts means: Dismiss from emergency stations. As a rule this is not given until you have secured all the emergency gear, covered the boats, etc.

AMA Admits It—British Doctors Favor Medicare

WASHINGTON—The American Medical Association, which has been fighting tooth and claw to beat back the inevitable passage of Medicare legislation by Congress, has finally admitted that British doctors are, by contrast, quite enthusiastic about the British version of Medicare, which has been in operation for many years.

An article published in the AMA Journal, written by a U.S. doctor who spent many years in England, reports most Britons—including doctors—are sold on Britain's Medicare system.

"The British doctor, while dissatisfied with his income, in general believes that the health service has been a good thing for medical care in Britain," the article says. "The overwhelming majority of British citizens like and are grateful for the security the National Health Service offers . . . The average citizen approves of the National Health Service and, despite its faults, has no desire to see it abolished."

Some Problems

The article goes on to point out that there are still some problems to be solved in the British Medicare system, in spite of its fine record to date. British patients often face long waiting lists to get into a hospital and waiting lists for doctor's appointments, according to the article. Normally high British taxes have risen to help pay for British Medicare, much red tape is involved in the program, and doctor's salaries are not as high as they might otherwise be, the article says. But all in all, it seems everyone is pretty well satisfied.

Although it apparently does not signal any change in the AMA's staunch anti-Medicare position, the article is one of the most favorable ever to appear in the AMA Journal about British Medicare.

Medicare has already proved a sweeping success in the only place in North America where it has been tried—the Canadian province of Saskatchewan.

Canadian Medicare

The same Saskatchewan doctors who staged a bitter 23-day strike in 1962 in an effort to block Medicare have learned to accept it, and even, in many cases, to actively support it. One leading Canadian doctor said that if the provincial physicians were allowed to vote on Medicare today, more than 80 percent would vote for it.

Gone are the predictions of disaster and gloom spread by the Canadian Medical Association—the same prophecies still being sent out by the American Medical Association. The only complaints coming from Saskatchewan doctors now are positive ones. Doctors are protesting the fact that the government can cut off free treatment should the plan get into money troubles.

The plan has been doing quite well financially, however. Even more impressive, it is fulfilling its main job of protecting the health of the province's people. In 1963 alone, more than two-thirds of Saskatchewan's 940,000 inhabitants took advantage of the Medicare plan.

The average cost per person in

1963 was \$23.52. The figure includes administration as well as actual medical costs. For that modest sum, the Saskatchewan government was able to maintain and insure the good health of all the people, and not just those who were able to pay high medical and hospital costs.

In Britain, where the national health plan has already been in effect for 15 years, Medicare is accepted in the same way Americans accept Social Security. Despite Britain's limited resources, the Medicare plan has been able to improve the nation's health.

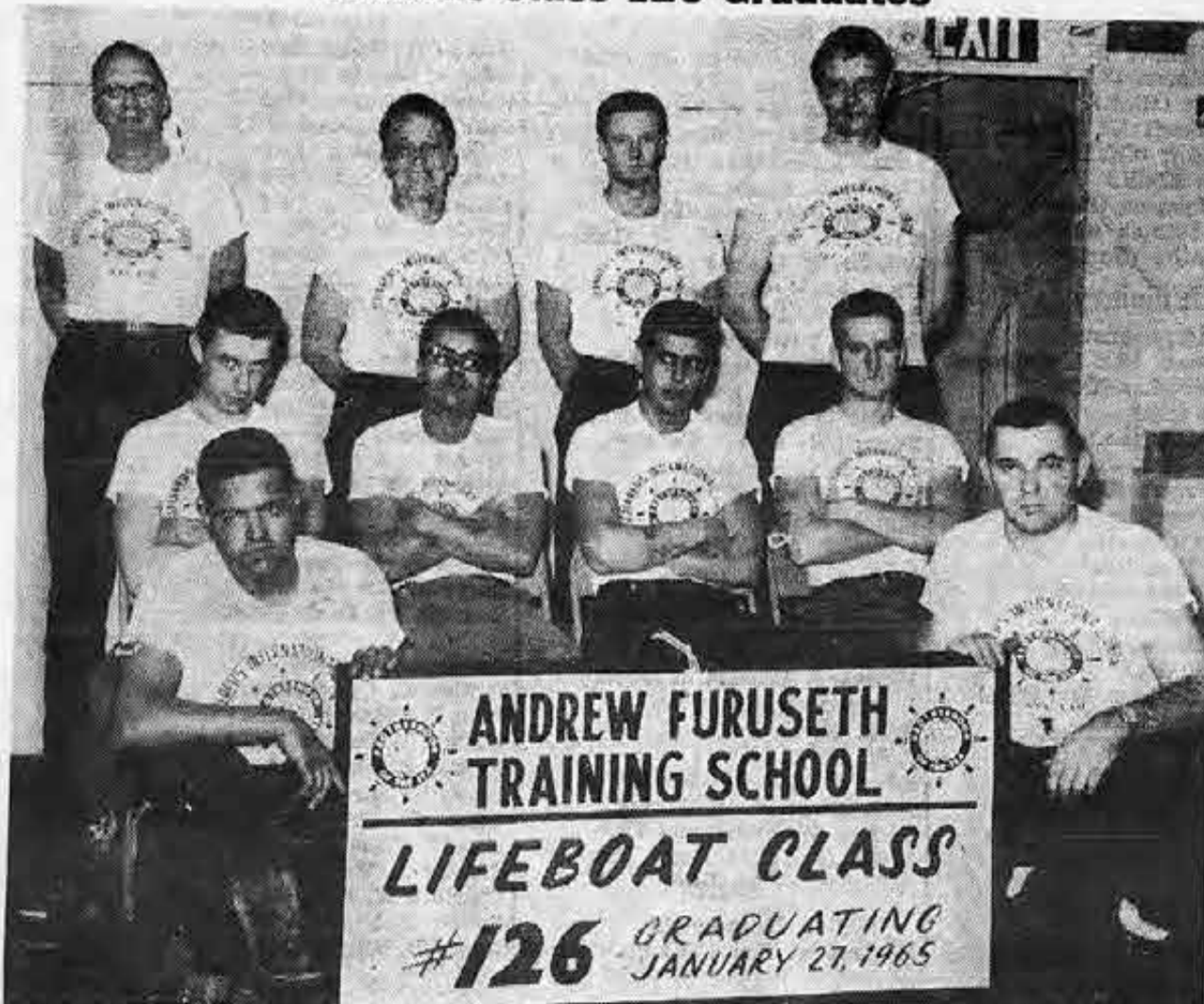
The other nations of western Europe all provide free health care for their people in one form or another. The whole idea of a government backing health service for its people is regarded as police protection, fire prevention or sanitation service is here.

The United States, which has led the world in so many fields, is now on the threshold of catching up to the world in the field of health care for all its people. The Medicare bill, expected to be passed by Congress within the year, but still being bitterly fought by the more selfish interests in the American Medical Association, will mark America's arrival on that threshold.



By Cal Tanner, Executive Vice-President

Lifeboat Class 126 Graduates



ANDREW FURUSETH
TRAINING SCHOOL
LIFEBOAT CLASS
#126 GRADUATING
JANUARY 27, 1965

Successful graduates of Lifeboat Class 126 pose proudly after passing their tests for their Coast Guard lifeboat tickets with flying colors. The latest SIU lifeboat ticket holders are (front, l-r) Efrain Pagain, Manuel Gonzalez; (middle) Dominick Fois, Hector Mendez, Eddy Cevasco, Robert O'Sullivan; (rear) Jim Faust, Joseph Petruszewicz, Rod Poole and instructor Arne Bjornsson.

Inland Waters User Tax Proposed

President Lyndon Johnson is once again trying to interest Congress in a waterway user tax which is designed to put the inland barge and towing industry at a competitive disadvantage with the nation's railroads. The SIU and inland water operators have long contended that this levy could easily force the barge industry out of business, leaving the inland freight business entirely in the hands of the railroads.

The President's user tax proposal marks the second time the Administration has asked Congress for this type of levy. Last year Secretary of the Treasury Douglas Dillon urged Congressmen to impose a two cent per gallon gasoline tax on the inland water vessels having a maximum draft of 15 feet or less. Congress, however, heeded the protests of the SIU and other interested parties and ignored the request.

This year the President has resubmitted the waterway user proposal as part of a tax package which is expected to yield about \$300 million to the costs of truck, airline and waterway users. In putting forth his proposal, the President said the new levy would foster competition on "more equitable and efficient terms" between different modes of transportation.

Inland water carriers know that rather than "fostering competition," the new user tax could end up being their death knell. The operators have charged time and time again that a two-cent fuel tax could increase their gasoline costs by as much as 20 percent. This type of hefty increase in operating costs could mean the difference between solvency and economic disaster.

The Administration's unrealistic reasoning about the effects of the waterway user tax also came under harsh attack by a spokesman for the inland waterways industry this week. Challenging the contention that the tax would increase efficiency, Braxton W. Carr, president of the American Waterway Operators, pointed out that water carrier efficiency is inseparably entwined with the low costs charged to shippers. The new user tax would eliminate this important advantage, and the shipping and consuming public would reap less of the benefits that have been derived from this relatively inexpensive form of transportation.

The inland water carriers have also pointed out that a tax on their industry is only the first sign of injurious legislation that they predict will plague the shipping industry in years to come. There is nothing to stop Congress from extending the user tax principle first to harbor craft and coastal shipping, and then to deep sea shipping itself. Should such an eventuality come to pass, it would be another major drawback in the U.S. fleet's long painful struggle for survival.

SEAFARERS PORTS OF THE WORLD



RIO DE JANEIRO

Famous Sugar Loaf Mountain stands high above the harbor in Rio De Janeiro overlooking the city. The 1,200-foot granite cone can be reached by cable car and offers a spectacular view. A similar mountain, Corcovado, is crowned by a statue of Christ.

Rio De Janeiro, the cultural and spiritual capital and chief port of Brazil is a sightseer's paradise. From famed Sugar Loaf Mountain, to some of the finest museums in the world, to the Copacabana and other fine beaches—a few days ashore in Rio won't be dull for any Seafarer.

Founded by the Portuguese on March 1, 1565, Rio is this year celebrating its 400th anniversary. From now until Christmas Day, each month will see a carnival or festival underway. Rio's Carnival, like the French Mardi Gras and the English Shrove Tuesday, is the pre-Lenten festival, bidding farewell to meat. It is a wild, four-day spree well worth seeing and participating in from February 27 to March 2.

Rio and its four-million people have a reputation for being fun-loving, and the day and night life of Rio offer diversions of every port. As the song says, "What do you do on a rainy night in Rio?" West of Avenida Rio Branco, which is the city's main thoroughfare running through the center of the city, near Largo Sao Francisco Square, and Praca (square) Tiradentes, are two theatres, movies, cafes, and several night spots. Further up the Avenida Rio Branco, near the southern waterfront, is the Municipal Theatre, a haven for music lovers from June to September.

During the day, visitors to Rio should not miss the beaches. Avenida Beira Mar skirts the bay and runs for 2½ miles along some of Rio's finest beaches — Lapa (with many cafes, cabarets and night-clubs), Gloria, Caete, Laranjeiras, Botafogo, Leme, and the famous Copacabana with its serpentine mosaic walk.

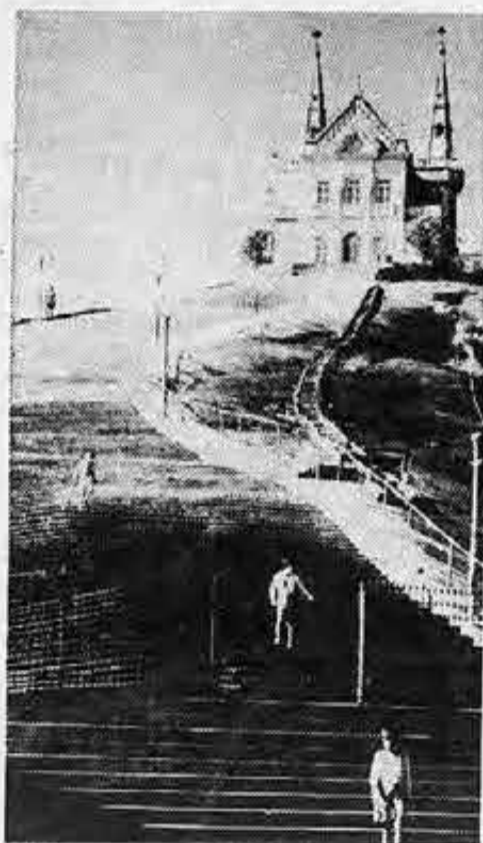
Sugar Loaf Mountain, a massive granite cone 1,200 feet high, can be reached by cable car and offers a spectacular view. The same is true of Corcovado (Hunchback Mountain), crowned by the famous statue of Christ, which stands 2,000 feet above the city. Rio's many museums include the Museum of Fine Arts, the National Museum (containing a zoo and aquarium) and the Museum of the Indian, showing the life of the Brazilian Indians. Rio also has one of the finest botanical gardens in the world.

Like any large, metropolitan city, Rio has many shops and stores. The best buys in Rio for Seafarers seeking souvenirs are topazes, amethysts, aquamarine, tourmalines, alligator bags and wood carvings.

The best ways to get around town in Rio are by the colorful boudes (trolley-cars), and the lotacaos (private cars or station wagons) which run on regular routes at a fixed rate of 4 or 5 cruzeiros (less than a U.S. penny right now) and will pick up or drop off passengers anywhere along the route.



Seafarers enjoy going through the many fine shops and stores in Rio. Best buys for souvenirs are topazes, amethysts, alligator bags, wood cervings.



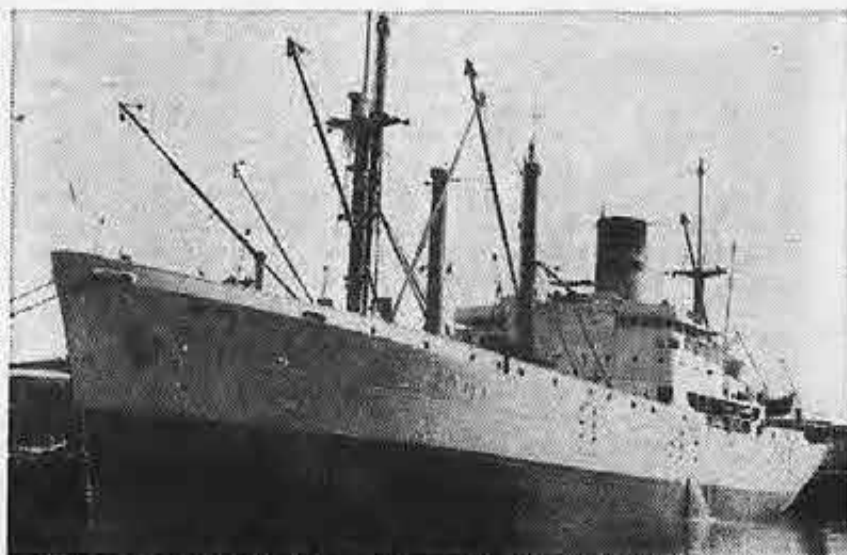
There are some 200 churches in Rio. Nossa Senhora Da Penha, above, has 365 steps.



The people of Rio enjoy watching the crowds go by while they sit and sip a cool drink at one of the many canopy-shaded cafes that dot the city.



Rio's Copacabana, with its mosaic walk is one of the world's most famous beaches.



SIU-manned Delta Line ships, like the Del Rio (above) make regular stops at Rio De Janeiro. The Touring Club of Brazil provides complete tourist information.

Senate Probers Condemn Doctor-Owned Drugstores

WASHINGTON—The American Medical Association, which has been feverishly fighting Government-sponsored medical insurance for the elderly, has seen fit to take care of its own by sanctioning the questionable practice of doctor-owned drugstores.

Senate investigators have been devoting a great deal of critical attention to the practice of doctor-owned pharmacies in recent months. A U.S. Senate subcommittee has charged that drugstore ownership by physicians constitutes a "conflict of interest." In addition, Senator Philip A. Hart, the subcommittee chairman, has raised the possibility that doctors engaged in this type of financial enterprise may be violating antitrust laws.

The subcommittee chairman has already forwarded evidence gained at these hearings to both the Federal Trade Commission and the Justice Department for possible prosecution under anti-trust laws. If prosecution isn't feasible, Hart has declared his willingness to submit new legislation to put an end to this all-too-common practice.

Senator Hart's committee has already condemned the rapid growth of doctor-owned drugstores, and in some cases, doctor-owned pharmaceutical companies have come under the scrutiny of the committee. Far from heeding this criticism, physicians have gone right on opening up their own drugstores.

Captive Patients

An idea of the shocking growth of this dubious practice comes from one newspaper account that found that there were 2,200 drug stores owned by doctors in 1960, as compared to 1,200 that existed previously. This figure didn't include pharmacies owned by wives, brothers, sisters and other relations of the doctor.

A doctor-owned drugstore is an especially lucrative business deal

in a small town. Faced with a narrower choice of stores to patronize, the typical patient often has no choice but to get his prescription filled at his physician's pharmacy.

The loudest complaints about this doctor-pharmacy relationship are being raised by, first and foremost, legitimate drugstore owners who feel it violates every rule of the free enterprise system. If the legitimate druggist feels that he can get somewhere by appealing to the American Medical Association for a fair deal, he had better look elsewhere.

No Wrongdoing?

The AMA claims that the only time a drugstore-owning doctor can be called unethical, is when it can be shown that they have definitely steered a prescription to their own pharmacy.

Discussing this cozy doctor-druggist arrangement, Senator Hart said, "Apparently there are doctors who use monopoly prescription power to exploit the patient, damage independent businessmen and enrich their own bank balance."

The Senate investigators also had sharp criticism for physicians who have sizeable interests in drug manufacturing companies. Although the AMA got around to calling this practice illegal two years ago, the Senate probers found about 5,000 doctors who owned shares in drug firms.

Commenting on this equally unethical practice, Senator Hart declared, "a doctor's participation in the ownership and profits of . . . drug companies in his area puts a financial decision in front of him when he picks up a pen to write a prescription."

All Buttoned Up



After showing his son Jeff, 4, around Union headquarters for the first time, Seafarer Jack Summers makes sure he is well buttoned up against Brooklyn's frigid winter winds for their trip home. Summers, who ships in the engine department, last sailed on the *Wacosta* (Waterman).

Soviet Wheat Shipments Make New Orleans Top Grain Port

NEW ORLEANS—Russia's crying need for wheat last year helped this Gulf port to lay claim to the title of the nation's No. 1 export grain and soybean port for 1964.

As a result of the heavy export movement to the Soviet, grain shipments at New Orleans climbed 21 percent higher last year than in 1963. Four area elevators showed an export total for 1964 of 455,434,463 bushels, compared with 374,458,000 in 1963. Port officials estimated last year's movement through New Orleans at one third of the total U.S. grain export.

New Orleans also topped the \$2 billion mark in general cargo foreign commerce for the first time in history.

Lake Charles also had a big year in 1964. Lake Charles moved about 600,000 tons of bagged rice, for instance, marking a new high for the Louisiana port. Lake Charles' big grain export movement is rice, unlike New Orleans which handles many grades of grain. The increase in export rice handling was more than 100,000 tons last year over 1963 at Lake Charles, with a further increase expected this year.

Lower Wages Mean Less Profits

"You Get What You Pay For" Runaway Manufacturers Find

Manufacturers who move their plants to the South to avoid paying decent wages don't save any money, a recent study by an apparel industry economist has shown. In fact, the runaway manufacturer may

actually lose money and yearn for the good old days when he had well trained, conscientious, and well paid union workers manning his machines.

The research study denounces as a fallacy the idea that companies can save money by moving their plants to the South. "There is no net advantage for an apparel

manufacturer to go South," the study shows. "Total costs are not likely to be reduced."

The generally held belief that the combination of less unionization and lower wages in the South results in higher profits for management is wrong, according to the study. Runaway manufacturers, it says, are dissatisfied with their expansion in the South, and have found that their profit margins are lower than they were in the northeast, even though they are paying their employees less.

Everything Halved

"Nothing will be gained by opening a factory in a low-wage region and paying the new group of workers half the wages of the old group if the new group produces only half as much as the old group did," the study asserts. "No matter how enticing the wage rate differentials appear to an entrepreneur, a plant location in a low-wage area will make sense only if the competitive advantage derived from paying lower rates will not be wiped out by lower labor productivity."

Although wage rates in the South are about 19 percent lower than in the North in the apparel industry, the lower productivity of the low-paid non-union workers more than makes up for the lower wage costs. In addition, managerial skills are not as high, which leads to lower productivity, and capital, in the form of loans is also more expensive.

Apparel manufacturers are slowly learning that "you get what you pay for," as the purchasers of their garments learned long ago.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By SIDNEY MARGOLIUS

The High Cost Of Air

Some enterprising food manufacturers have found ways to sell us air, especially in breakfast cereals and in "balloon" bread. Unlike your local service station, the food manufacturers charge for air.

Among the leading products which sell you air are the various ready-to-eat breakfast cereals in puffed form. In general, people are eating more of these and other ready-to-eat cereals and less of the cooked cereals like oatmeal. But they are paying a high price for a little convenience, and in fact, often may short-change their families on nutrition.

In recent years, the average family has increased its use of dry cereals by 36 per cent but has reduced use of hot cereals by 35 per cent, according to the U.S. Agriculture Department.

What we need to realize is the high price charged for what may seem to be a large package of dry cereal, and the rapid rate at which manufacturers have been increasing prices of these products. Just in the past several years, the price of a 12-ounce box of corn flakes has gone up from 25 cents to 29. Prices of such products have risen about three times as fast as foods in general.

In contrast, an 18-ounce box of rolled oats which you cook yourself, costs 25 cents. It also is more nutritious. A 12-ounce box of ready-to-eat cornflakes for 29 cents gives you 1,300 calories of food energy and 27 grams of protein. An 18-ounce box of rolled oats gives you about 2,000 calories of food energy, and 72 grams of protein. Thus, the protein in cornflakes costs about three times as much as that in oatmeal.

Worst buy of all, financially and nutritionally, are ready-to-eat cereals already coated with sugar. Sugar-coated puffed oats give you only 1.9 grams of protein per ounce, and sugar-coated cornflakes only 1.25. This compares with 3.4 grams from plain puffed oats; 2 1/4 from an ounce of plain cornflakes, and 4 from oatmeal. You can make money simply by having your kids sprinkle their own sugar on cereal, and they'll also have more protein from a bowl of cereal.

Not the least of the losers from the increasing use of ready-to-eat cereals is the farmer. While the retail price of cornflakes rose about 54 per cent in the past 15 years, the farmer's share dropped from 9 to 4 percent. He actually gets about 1.2 cents for the corn in the cornflakes

for which you pay 29 cents. If he gave the corn to the food manufacturers free, you still would pay 28 cents (provided they passed on the saving to you). The farmer at least gets a little greater return—17 per cent—from the price you pay for rolled oats to cook yourself. He gets about 4 cents from that 25-cent box.

Families who do need the small time-saving of ready-to-eat cereals, at least can save by buying the plainest type, without added-sweetening; the largest box (individual servings cost about twice as much) and the private brands of the consumer co-ops and supermarkets. For example, co-op stores sell their own brand of wheat shreds for only 30 cents for 24 ounces compared to 27 cents for 12 ounces of similar cereals under advertised brand names (in fact made by the same manufacturer).

The Balloon Bread Illusion

Another optical illusion contrived by the food manufacturers is "balloon bread." This is a one-pound loaf baked in a 1 1/2 pound pan so it expands to a larger volume. The additional volume, of course, is simply air. We asked a bakery-industry representative why the industry was pushing this type of bread. He explained that many mothers today don't care whether bread is firm or soft, as is the balloon bread, but simply want something to spread a filling on, for kids' sandwiches.

But it makes a difference in nutrition. Kids don't grow on air. Many mothers may not realize that what seems like a large loaf or a large slice contains one-third less nutritional value.

Balloon bread may be satisfactory for your purposes if you buy it knowingly, pay no more for it per ounce, and make up the nutritional difference in other ways. All bread is labeled with the actual weight, and this is what counts, not the seeming size or volume. At least two states—Oregon and Arizona—now require that balloon bread be labeled conspicuously as such, and California's alert State Consumer Counsel, Mrs. Helen Nelson, is making a determined fight to have that state require similar conspicuous labeling.

Take a look at some of the bread weights in the stores. You may be in for a surprise. Not only can you be deceived by apparent size but also by changes in weight if a baker institutes a hidden price rise. For example, U.S. Commissioner of Labor Statistics, Ewan Clague, reports that in one city, bakers recently did not raise prices but changed the weight of a loaf from 16 to 14 ounces.



Jobless Rate Declines, Now At 4.9 Percent

The key seasonally adjusted jobless rate declined to 4.9 percent in December, the Labor Department has reported, closing 1964 with a slight but sustained half-year improvement in the job picture.

The December jobless rate marked only the third time in more than seven years that this key index had dipped under 5 percent. It rose to 5.1 percent in November 1964 as the nation slid into the 1958 recession, hitting a peak of 7.5 percent in July of that year. It was brought down to 4.9 percent only in February 1960 and in July 1964.

The summary job figures, based on census surveys, showed 3.5 million unemployed. This was up by about 100,000, as expected.

At 4.9 percent, the rate was down from November's 5 percent and on the low side of the 4.9-to-5.2 percent range of the past half-year. In December 1963, the adjusted rate was 5.3 percent and 3.8 million were jobless.

On the job side of the picture, a seasonally adjusted gain of 300,000 to an all-time high of 66.3 million in non-farm employment was recorded. On the basis of past seasonal movements, little change had been expected.

In contrast, farm jobs fell by 750,000 to a total of 3.8 million as cold weather caused sharp cutbacks and a greater than seasonal decline.

Teenage Rate Near 15%

The unemployment rate for adult women, down to 4.6 percent from 5.0 percent in November, was at its lowest point in nearly five years, the report said. The rate for adult men was unchanged at 3.5 percent, as low as in any other month since the summer of 1957, the Labor Department added. The rate for married men was 2.7 percent; it has ranged between 2.5 and 2.9 percent for the last 10 months, the report said.

The long-term unemployed—those jobless 15 weeks or longer—totaled 800,000 in December, about 100,000 below the year-earlier total. Half of this group had been jobless six months or longer, the so-called very long-term jobless.

Health Group Blames Congressional 'Foot Dragging'

300,000 Deaths Yearly Attributed To Cigarettes

WASHINGTON—At least 125,000 Americans will die this year from the effects of cigarette smoking, and the new Congress will surely "avert its glance" from this shocking fact just as the last Congress did, unless there is a public clamor for action, Senator Maurice B. Neuberger (D.-Ore.) has warned.

The annual death rate from the side effects of smoking might be as high as 300,000 Americans, it was disclosed here at a meeting of the National Interagency Council on Smoking and Health. These figures represent "a national catastrophe," listeners were told.

"Cigarettes kill people. And they kill people in very large numbers," Council members were heard. The interagency council is an alliance of 17 Federal agencies and non-governmental associations concerned with public health problems. "The United States Public Health Service knows this. The American Cancer Society knows this. The National Tuberculosis Association knows this. The Royal College of Physicians knows this. Physicians all over the world know this."

But, Council head Emerson Foote and others told members at the meeting, the limited propaganda effort against smoking had been overwhelmed by the more than \$200 million spent yearly on cigarette advertising.

Tobacco State Congressmen

Senator Neuberger also asserted that the tobacco industry had succeeded in frustrating attempts to discourage smoking. Because of the influence of "tobacco state Congressmen," she said, the last Congress did not provide the money requested by Surgeon General Luther Terry for the National Clearinghouse for Information on Smoking and Health.

"Thus," she said, "one year from the delivery of the Surgeon General's unequivocal verdict against the cigarette, Congress has provided no funds for smoking education, no regulations to warn the smoker or potential smoker of the hazards of smoking, no laws to inhibit cigarette advertising campaigns, nothing, in short, but a directive to the F.T.C. (Federal Trade Commission) to undo the steps which it had forcefully taken to fulfill its mandate to protect the consuming public."

One year ago this month the Surgeon General's Advisory Committee on Smoking and Health re-

ported, after a broad review of the evidence, that cigarette smoking seriously imperiled health and life expectancy. There was a sharp dip in cigarette sales following the report, but sales are now almost back to where they were a year ago.

Some Quit However

The per capita rate of cigarette consumption has gone down however, because, although sales are back to their former level, the U.S. population has jumped by some 3 million since that time.

A recent survey of smoking habits which was sponsored by the National Interagency Council indicates a 7 percent drop in cigarette smoking by males over the last few years. Almost one in four smokers had apparently given up the habit in the last 10 years, and nonsmoking males now almost equal the smokers. There also appears to be a decline in the rate of women smokers of about 2 or 3 percent.

The survey shows that even cigarette smokers favor a compulsory warning on cigarette packages and in advertising about the health dangers of cigarettes. Nine out of 10 want more education of adults and children on the health hazards of smoking.

A sampling of medical students shows that 44 percent quit smoking during a given period. "This," Dr. Terry said, "suggests that in

groups which hold health important, have the facts, and understand the health implications of the facts, the cigarette habit is reversible."

Time For Education

The time has come to start a national effort to persuade smokers to quit the habit, Dr. Terry told the group. Public Health officials believe the hazards of smoking must be recognized before smokers can muster the determination to quit. The situation is considered similar to the problem of a doctor who must be honest enough with a heart patient about his condition to encourage prudent behavior without scaring him to death.

The council, chairman Foote said, does not want a ban on cigarette advertising. It does believe, however, that legislation may be needed to require that warning be included in the ads. Pipe and cigar smoking seem to be so much less harmful, he continued, that they are not prime targets of the group.

After cigarette ads were banned in Italy, the annual rate of sales increases fell from 6 percent to 1.5 percent, Foote added, so even a total ban on advertising would not produce radical changes in our economy. Such a modest effect as occurred in Italy would cushion the blow to areas of the economy that lean heavily on cigarette making.



Your SIU Clinic



By Joseph B. Logue, MD, Medical Director

Human Time Clock Plays Tricks

It has long been known that a biological rhythm seems to control the activities of animals. We accept hibernation, migration, moulting, and other long-term phenomena as just the way animals behave. Recent studies of the animal world, including man, have uncovered some evidences, however, of a daily rhythm which affects temperature, circulation, and many other functions of the body.

Perhaps the most familiar argument along these lines is that of the farmer who complained that his cows and chickens didn't read the papers or the clocks and couldn't tell when Daylight Saving Time began and ended. Daylight Saving did him no good, he said, because the animals went right on with their daily performance on "sun time" and he had to follow their desires rather than his.

During World War II those who had to adjust to night or evening shifts complained about the time it took to get used to the changed hours of sleeping and working. Nurses and others subject to differing hours complain of the same problem. Even mothers with small infants have trouble adjusting to the biological clocks of their babies.

Now comes a study from the Federal Aviation Agency which throws some new light on the matter. The problem arises from the speed and regularity with which we now cross two, three, or even four time zones in a single flight. Dr. James E. Crane, quoted in a recent issue of *Medical World News*, reports that jet pilots on east-west runs show many symptoms of fatigue, irritability, sleeplessness, appetite changes, and emotional instability.

His study seems to relate these symptoms more to time changes than to any other aspect of the new air age. He reports also that many pilots prefer to fly the north-south routes because they have to make no adjustments to time.

For most of us, these rapid and extreme adjustments do not take place often enough to cause much bother, but we do run into them occasionally. When we do, it is wise to allow enough time after reaching the destination to permit our biological clocks to make at least some adjustment to the new environment. For those who do not like flying, this offers a good excuse to go by some other means of transportation.

In many situations on the home front we are called upon to make lesser adjustments which many produce milder or more insidious changes. Illnesses, studying for exams, sleeplessness from whatever cause, changes in working hours, or a prolonged period of pressure all alter our daily routines and may lead to some diminution of effectiveness.

* * *

Most of us like to think that we are too tough to be thrown off stride by the loss of a little sleep. Dr. Carey's findings suggest that it may not be a matter of toughness at all, but rather that we are as much at the mercy of our biological clocks as we are bound by the ticking off of the seconds and minutes of the more familiar timepieces.

All is not lost, however, for there is substantial evidence that a little extra rest will allow our biological timepieces to adapt to the conventional ones—if we will but let them, according to Dr. William A. MacColl in MD Column, Group Health Association of America, Inc.

First 1965 Lifeboat Class Mans Oars



Snow and cold weather in the N.Y. area didn't stop the first SIU Lifeboat Class of 1965 from getting in a little "seaside" at Brooklyn's Mill Basin, new training center of the SIU Lifeboat and Upgrading School. Manning the sweep oar is Seafarer classmember Phil Frank.

AEC Chairman Tells Congress

Test Ban May Delay Nuclear-Built Canal

WASHINGTON—Before the U.S. can legally use atomic charges to dig a Panama Canal replacement renegotiation of the nuclear test ban treaty will be necessary according to the chairman of the U.S. Atomic Energy Commission. Also, a great deal more testing and development will have to be done first, he said.

It will take the US another five years to perfect and mass-produce enough nuclear explosive to blast a new sea-level canal between the Atlantic and Pacific oceans, AEC chairman Glenn T. Seaborg told the Joint Congressional Committee on Atomic Energy. At least four and maybe seven more test blasts will be needed to perfect

a practical charge, he said. Whether even these test blasts will prove permissible under the present test ban treaty is still in doubt. The treaty, ratified by more than 100 nations so far, forbids any blast likely to propel radioactive wastes across international boundaries.

New Treaty Needed

"Despite the progress in the development of clean cratering techniques," Seaborg said, "every nuclear cratering detonation will release some radioactive material to the atmosphere." Therefore, "large nuclear excavation projects, particularly those near territorial boundaries, such as a new sea-level, trans-isthmian canal, would require an agreement with other parties to the treaty."

Nuclear explosives detonated underground form either craters or underground caverns, depending on the depth of the blast. Explosions designed to create a ditch for a canal could not be entirely contained underground however, but would vent radioactive debris into the atmosphere through so-called "chimney" holes.

Need Big Blasts

It was made clear that if nuclear and not chemical explosives are used for a canal project to uproot hills straddling likely routes, extremely powerful nuclear devices would be required—devices with a yield of 25 to 30 megatons.

Shipping Up In Chicago During '64

CHICAGO—The past year was a good one for the port of Chicago. The percentage growth in tonnage and dollar value of shipments handled through the 1964 shipping season was well above the rise registered by the combined Great Lakes ports, according to the Chicago Association of Commerce and Industry.

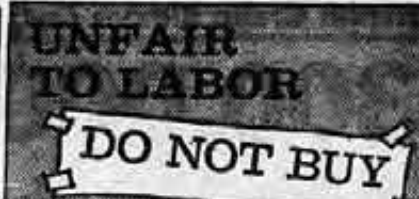
Total tonnage handled through the port through August was 4.9 million tons, almost 90 percent above that of 1963's 2.6 million tons for the same period. Shipments were valued at \$317 million for 1964, up 24 percent from the \$254 million in 1963.

During the same periods, tonnage handled by all Great Lake ports rose from 26 million to 30 million tons with a rise in dollar value from \$880 million to \$1 billion.

Imports Up

Chicago registered its greatest gain in imports, handling 2.1 million tons through August, 64 compared with 945,000 tons during the same months last year. Dollar value rose from \$107 million to \$149 million. Import tonnage for all Great Lake ports for the same periods rose from 10 million tons to 12 million, and dollar value climbed from \$361 million to \$424 million.

In export totals, Chicago lagged slightly in growth behind the other Lakes ports with a rise of 3 percent in tonnage and 14 percent in dollar value. All other ports combined rose 10.3 percent in tonnage and 20 percent in dollar value on exports.



Action in the marketplace offers a method for trade unionists to assist each other in their campaign for decent wages and better conditions.

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

- "Lee" brand tires (United Rubber, Cork, Linoleum & Plastic Workers)
- Eastern Air Lines (Flight Engineers)
- H. I. Siegel
- "HIS" brand men's clothes (Amalgamated Clothing Workers)
- Sears, Roebuck Company Retail stores & products (Retail Clerks)
- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," "W. L. Weller" Bourbon whiskeys (Distillery Workers)
- J. R. Simplot Potato Co. Frozen potato products (Grain Millers)
- Kingsport Press "World Book," "Childcraft" (Printing Pressmen)
- (Typographers, Bookbinders) (Machinists, Stereotypers)
- Jamestown Sterling Corp. Southern Furniture Mfg. Co. Furniture and Bedding (United Furniture Workers)

Huge Business Profits Cited As Danger To U.S. Economy

WASHINGTON—The myth of the "profit squeeze" has been destroyed by the record-breaking net earnings of the current business expansion but the "employment squeeze" is still a grim reality, according to AFL-CIO economists.

For the first three quarters of 1964 profits exceeded those in the comparable period of 1963 by a "whopping 21 percent, reaching an all-time high of \$32 billion for the third quarter," the AFL-CIO Department of Research points out in a study entitled, "The Profits Glut of Big Business."

Depressing Effect

"In fact," they add, "there is a growing fear that excessively rapid increases in profits will have a depressing effect upon the economy, resulting, in time, in further unemployment and ultimately in declining profits."

Profits usually reach a peak four to six quarters after the start of a general economic upturn, the article notes, but they were still moving upward in the third quarter of last year, "14 quarters after the current expansion began."

Corporations—or at least some of them—are so laden with cash that even after boosting dividends to record highs, retiring stock and bonds, sinking huge sums in new plants and equipment, and buying other companies, they have been forced to turn to foreign markets for investment opportunities, the study in the January issue of the AFL-CIO American Federationist says.

Clouded Picture

And the profit figures would be even greater, the article declares, if the ground rules for determining them were unchanged from a few years back—particularly those governing depreciation allowances,

which have been so eased that economists sometimes find comparisons between past and current performances "extremely misleading."

"Higher and higher profits achieved through higher prices of special government favor are not what America needs today. The existence of unused capacity cries out not for more funds for those who are likely to save or invest in future capacity, but for more income for those who will buy the things we are already capable of producing . . .," the article said.

Undersea Oil Seekers Roam North Atlantic

Seafarers sailing the North Sea between the British Isles, Norway and the Netherlands will be seeing more and more strange activity going on there—low flying aircraft trailing magnetic devices on long cables, helicopters hovering close to the surface, and dynamite blasts on the surface resembling depth charges used against submarines. Undersea oil is the object.

Geologists have decided that the North Sea's bottom is composed of sedimentary, oil bearing rock, so the hunt is on all over the 220,000-square-mile area. Deep water drilling is scheduled to begin this year.

Finding oil beneath the sea is an involved process. Converted bombers are carrying magnetometers—instruments for measuring magnetic forces—at low levels across the sea's surface. Helicopters are doing the same closer to shore. "Shooting boats" are setting off explosive blasts at three-minute intervals so instruments on seismic survey ships can pick up and record data on the subsurface rock by studying how the sound and shock waves bounce around.

AFL-CIO Seeks 'Lockout' Ruling

WASHINGTON—The AFL-CIO has asked the U.S. Supreme Court to reject an employer argument that the lockout be considered the employer's legal equivalent of the worker's right to strike.

Arming the employer with the lockout as a legal offensive weapon in collective bargaining, warned the AFL-CIO, would further strengthen the employer against the union and increase shutdowns and industrial strife.

Locked Out Worker

The issue the Court has agreed to consider on its merits is, as stated in an employer petition, whether a specific provision of the Taft-Hartley Act should be construed as meaning that "an employer lockout is a corollary of the employees' statutory right to strike." The AFL-CIO offered its views through an amicus curiae or "friend-of-the-court" brief.

The American Shipbuilding Co. of Chicago is the petitioner in the case, which goes back to its dispute with Boilermakers' Local 374. In that dispute the National Labor Relations Board decided the company violated the law in using the lockout "as an offensive weapon intended to force the abandonment of the union's contract demands and the acceptance of the employer's."

The NLRB found that the employer could not reasonably have feared a union intention to strike and so its lockout was not legally permissible as a defensive measure to prevent customers' ships from being tied up in its shipyard.

Not The Same

"We submit," declared the AFL-CIO brief, "that the employer lockout is not in any sense the corollary of the employees' statutory right to strike." This is so, said the AFL-CIO, whether viewed from the standpoint of the collective bargaining process or from the language and intent of the Taft-Hartley Act.

With respect to bargaining power, the AFL-CIO adds, the right to strike is indispensable to the workers whereas the employer has many other powerful weapons aside from the lockout. The employer can reject union demands, he can replace strikers with permanent replacements (scabs), he can unilaterally put into effect proposals the union has rejected in case of impasse.

Further, says the AFL-CIO brief, NLRB doctrine on the kinds and extent of self-help available to employers has balanced conflicting interests, if indeed it does not favor employers.

First Pension Check



SIU oldtimer Percy Foster (left) picks up his first regular monthly \$150 pension check at New York headquarters from SIU Rep. Ed Mooney. An SIU member since 1941, Foster last sailed as chief cook aboard the Los Angeles (Sea Land). A native of North Carolina he will spend his retirement at his home in Schenectady, N.Y. with his wife Emma.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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Goody Makers



The bread, rolls and other pastry goodies are so delicious on the Halcyon Panther (Halcyon), that ship's delegate Lucky Pritchett was on hand to snap this picture when Night Cook and Baker Charles Locke (rear) set his latest batch out to cool. Chief Cook Les Burnett stands ready to make sure that he'll be the first one in line to sample Locke's latest efforts.

TRUSTCO (Commodity Transportation), Nov. 22—Chairman, John A. Zierais; Secretary, Robert A. Santa. Brother Joe Martin elected to serve as ship's delegate and was extended a vote of thanks for a job well done. Two men quit one hour before sailing in Galveston, Texas. Disputed OT in deck and engine departments. All hands requested to keep natives out of crew's area. Vote of thanks to the steward department.

J. L. REISS (Reiss), Nov. 23—Chairman, T. E. Brown; Secretary, None.

DIGEST OF SIU SHIP MEETINGS

Discussion on having sanitary water cooler faucet on forward end of ship. Need more water pressure on lines.

SULLIVAN BROTHERS (Garland), Nov. 16—Chairman, Al Martinez; Secretary, Merlin T. May. \$9.50 in treasury. No beefs reported.

STEEL EXECUTIVE (Isthmian), Jan. 8—Chairman, R. Hutchins; Secretary, Star Wells. \$30 in ship's fund. No beefs reported by department delegates.

STEEL ARTISAN (Isthmian), Jan. 1—Chairman, Jake Levin; Secretary,

R. Anderson. \$5.30 in ship's fund. Some disputed OT in engine department. Medicine chest should be checked for the outdated medicine aboard. Vote of thanks to the Captain for the Christmas cheers he sent.

ST. LAWRENCE (St. Lawrence Carriers), Jan. 3—Chairman, B. C. Browning; Secretary, M. Pederson. Ship's delegate to see the Captain about poor mail service. Discussion on fire and boat drills. Discussion regarding food, menu and preparation of food. Vote of thanks to the messman and pantryman for good service.

DUVAL (Savannah), Dec. 27—Chairman, Troy Savage; Secretary, S. E. Walsh. Brother Leslie B. Bryant Jr. was elected to serve as ship's delegate. No beefs reported by department delegates. Vote of thanks to the steward department for a real good Christmas Dinner.

ALCOA RUNNER (Alcoa), Dec. 27—Chairman, James W. Barnett; Secretary, C. E. Turner. No beefs and no OT disputes. Everything is running O.K. All hands would like to know from headquarters what if anything is being done about a new contract. They also would like to know about retirement plan and welfare and vacation increases. Brother Feavy expressed his thanks for the flowers sent for his sister's funeral. Vote of thanks to the steward department for a job well done.

OCEANIC WAVE (American Oceanic), Oct. 11—Chairman, James Stewart; Secretary, Ira Brown. Discussion on repairs that have to be completed. Brother Clarence Pryor was elected to serve as ship's delegate.

Don't Delay On Heat Beefs

Now that the cold weather is here, Seafarers are reminded that heating and lodging beefs in the shipyard can be easily handled if the ship's delegate promptly notifies the captain or chief engineer and shows them the temperature reading at the time. Crewmembers who beef to themselves about the lack of heating but wait three or four days before making the problem known to a responsible ship's officer are only making things tougher for themselves. The same applies when shipyard workers are busy around living quarters. Make sure you know where and when the work was done so that the SIU patrolman has the facts available in order to make a determination.



From the Ships at Sea

Lucky Pritchett, ship's delegate aboard the Halcyon Panther (Halcyon) believes that the ship was in the worst possible place in the world this past Christmas. "We were in the Persian Gulf," he said, "and I can't think of any place in the world I'd rather not be during Christmas. But," he went on

to say, "the steward department, with a little help from the weather, cooperated nicely to make the day a very memorable occasion. Thanks to our wonderful gang in the galley, Pritchett claimed, "we had a wonderful dinner. Steward Frank Kustura, chief cook Les Burnett, night cook and baker Charles Locke, third cook Charles Thrope and galleyman Edwin Simmons really put a lot of effort into making the Christmas dinner worthy of a meal to crow about. And on top of that," Lucky said, "it actually rained all Christmas Day." Anyone that knows anything at all about the Persian Gulf will tell you, that is really something to talk about. Lucky and the entire crew on the Halcyon Panther joined in the wish that all their union brothers had as nice a Christmas as they did, and extended to their brothers the very best for the new year.



Pritchett

In other news from the ships at sea, Brother George Mike, ship's delegate aboard the Jefferson City Victory (Victory Carriers) says the crew expressed their thanks to the captain for being fair, patient and tolerant when the ship was laid over in Fortaleza, Brazil, and stayed 21 days instead of the expected six



Mike

LOG-A-RHYTHM: Living Among The Toilers

By Henri Percikow

I live among workers
Where life ebbs in shadows
And see waning petals
In the depths of childrens' eyes.

I share the conveyor belt—
And feel the iron wheel
Ride my bones, thundering
The defiance of my brothers.

I hear the cry
Of the cheated
And add my first,
Accusing.

My vision clear,
I sing
Of a chromed tomorrow
Held in my calloused palm.

days. At the same time, Mike gave special recognition to the chief mate. "This guy really worries over a man if he gets sick in any way. He goes out of his way to make him comfortable and see that he gets the proper medical attention. Another vote of thanks to the chief mate."

The crew aboard the passenger liner Del Norte (Delta) recently had a chance to view the film "Carnival in Rio de Janeiro." One of the passengers showed the film to the other passengers. Then the ship's delegate, Peter Gonzalez, asked if the crew could also view the film and it was gladly loaned out. While on the subject of films, one of the crew members asked why they weren't seeing the movies provided for the passengers anymore. "We used to see all the movies they showed topside," the crewman said, "but we haven't seen any for several months." The general consensus of the crew is, "We sure do miss those movies."



Gonzalez

The ships delegate aboard the Our Lady of Peace (Liberty Navigation) recently received some praise from his shipmates. The crew voted him a special thanks for the fine job he has done for them, reports William S. Rudd, meeting chairman.

The crew recently made a motion aboard the Detroit (Sea-Land) to have ship's delegate Luis Hernandez see the chief engineer about the washing machine. It seems that the wringer is not working properly, so the crew wants it repaired and the remainder of the machine checked over to see that it will continue to give good service without breakdowns.

During the ship's delegate report to the crew in a recent meeting aboard ship, the delegate of the Globe Progress (Maritime Overseas) passed along the word from the captain that he was very happy with the crew for the cooperation and seamanship they all displayed, according to a report from James McLinden, meeting secretary.

Steve Theyet, ship's delegate aboard the Antinous (Waterman) praised the crew for their help in bringing in a clean ship. "We have no beefs at all," he said. When the crew accepted the report, they also threw in a vote of thanks to Theyet for his fine work in representing them.

Feyrl W. Ammons was recently reminiscing about his days of sailing during the war. He says he was aboard a ship in convoy when it collided with another vessel. The convoy was headed for Oran, North Africa, when the collision occurred. Neither ship was badly damaged, he remembers, and both made it in to port with no trouble.

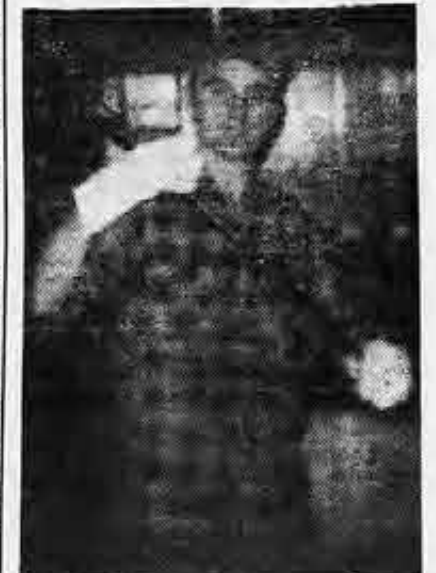
Aboard the Hanover (Pan American Tankers), a hearty vote of thanks was given to 2d Engineer Amos for his efforts in providing a Christmas Tree for the ship. The tree helped each man aboard to remember the Christmas season, and fill him with the true sense of Christmas, says ship's delegate J. J. McCarthy.



McCarthy

Crews from ships that are happy to have hard working galley gangs aboard and have voted a special thanks to these brothers are aboard the Penn Transporter (Penn Navigation); Ridgefield Victory (Columbia); Chatham (Waterman); Seatrain Louisiana (Seatrain); Rebecca (Maritime Overseas); Geneva (U.S. Steel Corp); Eagle Voyager (United Maritime); Floridian (South American & Carib.); John B. Waterman (Waterman); Fairport (Waterman); Producer (Marine Carriers); Los Angeles (Sea-Land); and Alcoa Runner (Alcoa).

Lakes Fireman



Mike Fitzgerald, a member of the SIU Great Lakes District, poses for fellow-crewmember Fred Shannon's camera while stoking a furnace on the steamer Henry R. Platt (Garland).

SIU Pacific Boatman Lauds Progress Achieved By Union

A tribute to the progress the SIU had made in winning a square deal for the American seaman and eliminating the inhuman conditions that prevailed on U.S.-flag ships less than 30 years ago was made in a recent letter to the LOG from William Wallis, a member of the SIU Inland Boatman's Union of the Pacific.

Wallis has played his part in the union movement's bitter struggle to secure better pay and working conditions for the U.S. seaman since he started sailing on

the Great Lakes in the 1920's. "Everything we have today," he says, "we owe to our Union. We should always remember our brothers who gave their lives in the bitter fight that won us our present conditions."

The Pacific IBU veteran, who has been sailing in the steward department for most of his 40 years as a seaman, thinks the Union's younger members should have better knowledge of what conditions were like on board ships before the SIU got its start.

Back in those days, Wallis remembers, a seaman had to make up the time he took for his coffee break. This meant that he had to work an extra hour every day in addition to his regular watch. Today, Wallis declares, everyone takes the coffee break for granted.

Another one of Wallis' memories revolves around "field day," a practice which no SIU oldtimer will ever forget. Every Friday, all the seamen on board, regardless of their ratings, turned to for a sougeeing and holystoning session. To holystone, a seaman got down on his hands and knees to clean the wooden decks with a mixture of sandstone, water and elbow grease.

Seamen of that period had to endure living conditions which seem completely intolerable in the light of the standards fixed in today's SIU contracts. Wallis recalls how the coffee and milk laid out for night lunch was more often than not, cut with water.

"About the only thing we didn't have to put up with at that time was the custom of bringing your own 'Donkey's Breakfast' (mattress) when you signed on board ship," he says. Other typical hardships that yesterday's seamen endured were the old blue sheet and the cheese cloth towels that were next to worthless and twice as irritating.

One of the worst evils that plagued seamen during those days was the old crimp system, Wallis remembers. Once you ended up in a crimp's hands, you could never count on seeing any of your earnings.

Wallis thinks that the best conditions he ever found during that period were on the vessels under the jurisdiction of the old Shipping Board. Today, however, the progress made by the SIU even makes those vessels look like hard-time ships.

Looking back on the amazing achievements gained by the SIU in the relatively short time it has been in existence, Wallis says, "When I remember the old days,

I would have never thought it humanly possible to win the conditions we have now, especially on deep sea ships. We have also gained considerable progress on inland water shipping. We've come a long way, but we did it all ourselves. The shipowners never gave us a thing."

Seafarer Sees Daughter Take Oath As Spar

It looks like the sea is proving to be an irresistible attraction to the family of Seafarer Marium H. Del Prado. After sailing for years as a veteran member of the engine department, Del Prado recently watched with pride as his 18-year old daughter Margaret started her own career in the maritime service.

While Margaret won't actually be sailing, she will be busy with maritime matters as one of the newest members of the Spars, the distaff service of the U.S. Coast Guard. Her swearing-in was a note-worthy occasion since she will be number 21 on the Spar roster.

During World War II the Coast Guard recruited over 8,000 Spars to help with clerical and other administrative tasks. With the com-



Margaret Del Prado



Marius Del Prado

ing of peace, the ranks of the Coast Guard's feminine service declined until they were practically at the vanishing point this year when 19 women answered the Spar roll call.

In an effort to revive the glamor arm of the service, the Coast Guard has decided to triple its membership and has decided to enlist 40 new recruits. Miss Del Prado, who has been a secretary, had the honor of being one of the first new members. Sworn in as a yeoman storekeeper, she will be assigned to a clerical post in New London, Conn. after boot training at Bainbridge, Md.

The name Spars was coined from the Coast Guard motto Semper Paratus ("Always Ready").

Notify Union On LOG Mail

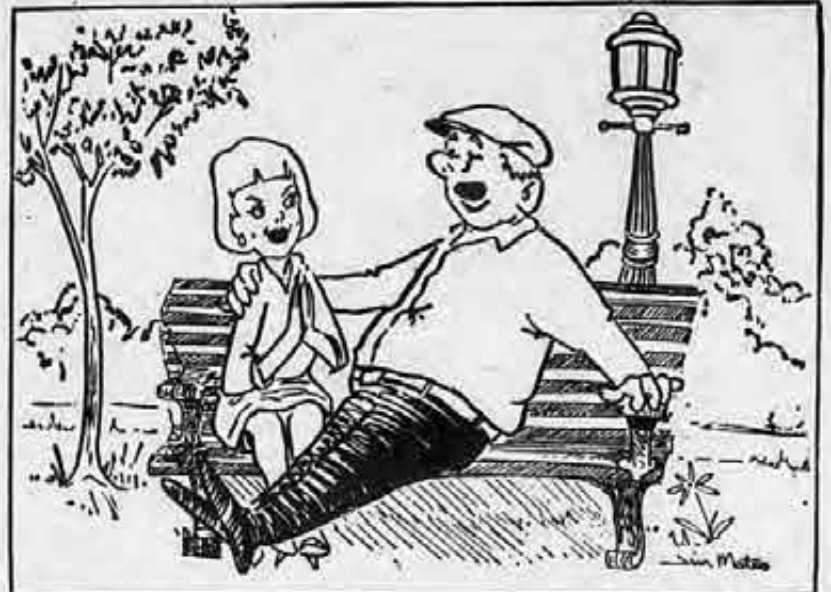
As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, four copies of the LOG, and minutes forms are then airmailed to the agent in the next port.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

'Sea Daze'

by Jim Mates



"Well sweetheart, to tell you the truth, I'm not exactly in full command of the ship..."

Wife Grateful For SIU Benefit

The Welfare check which I received from the SIU after the death of my husband, Charles Adams, was a great help and comfort to me and my family. I don't know how to express my personal thanks to the SIU and especially the representatives in Baltimore. They gave im-

who were so helpful while I was laid up.

My wife and sons also appreciate everyone's kindness and extend their thanks.

James T. Regan

Pensioner, Wife Grateful To SIU

As a pensioner, it is indeed wonderful to see how much a union does for its members that have retired. We just received a \$25 Christmas bonus and feel that it is not just any union that will do this for its members. The regular pension checks have been arriving regularly, and we are very happy to have this income when both of us are too old to work. We both wish you all the very best and a happy New Year.

Mr. & Mrs. Vernon Johnson

Flowers, Note Bring Thanks

I would like to thank the crew and officers of the Transerie for their kindness in sending flowers and a message upon the death of my mother, Mrs. Juana Rivera. Their kindness is greatly appreciated.

G. Troche

Tours Europe On SIU Pension

I would like to thank the SIU for all it has done for me since I retired as a member of the Railway Marine Region. I have been able to see Europe, which would not have been possible if it weren't for the pension plan. I am having a wonderful time touring Germany. My thanks to a fine union.

Charles J. Grant

Union Praised As Good Host

My family and I wish to extend our most sincere thanks to the SIU for the wonderful dinner we received and enjoyed on Christmas Day in Tampa, Fla. Our thanks also to the Union for being a most generous host.

Steve Sawchuck, Sr.

LETTERS To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

measurable help to me during my husband's illness and during the time of my grief.

I would have written this letter much sooner, but I find it still hard to believe Charles is dead. I thank the SIU for its generous assistance in addition to all it has already done for me, and my husband, in the past.

Marie Adams

Illness Benefit Draws Praises

I would like to express my deep appreciation and gratitude to all the members and officials of our union for their efforts to help me during my periods of illness. My only wish is that my next 25 years in the SIU will be as good as the past 25 years.

To one and all I extend my best wishes for a happy and prosperous New Year.

John H. Hunt

Seafarer Lauds Del Monte Crew

I would like to thank the crewmembers and officers who played an important part in saving my life when I had a serious accident aboard the Del Monte. In addition, I would like to thank the doctors, nurses and staff of the Strangers Hospital in Rio for the excellent treatment I received while a patient there, as well as the SIU representatives



MORNING LIGHT (Waterman), Jan. 8—Chairman, J. Carrol; Secretary, E. Newhall. No beefs and no disputed OT reported by department delegates. Special vote of thanks extended to the entire galley force for a job well done. Food and pastries are far above shipboard standards. First Assistant Engineer had cooperated 100% with the crew for all minor and necessary repairs throughout the entire voyage.

DEL CAMPO (Delta), Dec. 27 —Chairman, Pete Plasciki; Secretary, D. Robinson. Brother J. Skinner was elected to serve as ship's delegate. No beefs reported by department delegates.

LOS ANGELES (Sea-Land), Jan. 7—Chairman, Esteban Cruz; Secretary, Leo Bruce. \$6.55 in ship's fund. No beefs reported by department delegates. Vote of thanks extended to the steward department for a job well done.

KENMAR (Calmar), Dec. 20—Chairman, Edward Canteral; Secretary, V. Douglas. \$5.30 in ship's fund. No beefs reported by department delegates. Brother T. A. McNeen was elected to serve as ship's delegate. Crewmembers asked to donate \$1

DIGEST of SIU SHIP MEETINGS

each at payoff to Captain to reimburse him for TV repairs. Vote of thanks extended to Brother M. Knickman, former ship's delegate.

PRODUCER (Marine Carriers), Jan. 3—Chairman, John F. Williams; Secretary, J. G. Lakwyk. One man hospitalized in Rio de Janeiro. No beefs and no disputed OT. Vote of thanks to the steward department.

DEL NORTE (Delta), Dec. 20 —Chairman, James L. Tucker; Secretary, Bill Kaiser. Department delegates reported that everything is running smoothly. \$165.25 in ship's fund and \$30.02 in movie fund. Brother Joseph N. Powers was elected to serve as ship's delegate.

DEL VALLE (Delta), Dec. 27 —Chairman, Joseph M. McLaren; Secretary, Ramon Irizarry. No beefs and no disputed OT reported by department delegates. All hands were requested to keep all doors locked in passageways, and to keep the natives out of living quarters. Vote of thanks to the steward department for a fine Christmas Dinner.

PANOCEANIC FAITH (Panoceanic Tankers) December 15 —Chairman, Harry Scholes; Secretary, Kenneth Collins. Ship's delegate resigned and Brother C. T. Feary was elected to serve in his place. \$11.65 in ship's fund. No beefs reported by department delegates.

BELOIT VICTORY (Marine Managers), Dec. 20—Chairman, A. Ellingson; Secretary, Z. Y. Ching. Some disputed OT in deck department. Motion to have headquarters checked on the matter of ship being overloaded with cargo, making it unsafe for the crew.

ROBIN GOODFELLOW (Robin Lines), Jan. 3—Chairman, W. Wallace; Secretary, E. Conrad. Ships treasurer reported that there is \$5.50 in ship's fund. Some disputed OT in deck and engine departments. Motion made not to pay off until a meeting is held with the patrolman and food representative. Vote of thanks to the steward department. Special thanks to the baker. Vote of thanks to the ship's delegate for a job well done.

LOG-A-RHYTHM:

With All My Heart

By Robert L. Swords

The following Log-A-Rhythm was written by Seafarer Robert L. Swords who sails in the deck department.

*My heart belongs to you because you are so dear to me,
And I am happy darling, in your loving company.
I like to listen to your voice, and gaze into your eyes,
And every card or letter is another sweet surprise.
I like to walk with you at night when stars are all around,
And share my fondest thoughts with you, without the slightest sound.
You are the inspiration for whatever good I do,
And every worthwhile deed is one I dedicate to you.
And when the days are dreary and we have to be apart,
Your loving faith and trust provide the sunshine in my heart.*

African Elephants Impress Adventure-Loving Seafarer

The exotic and mysterious sights that abound in the interior of Africa have never been able to lure many Seafarers into the back-country areas of the danger-filled "dark continent." After hearing tales of rampaging wildlife, set against the background of some of the wildest jungle and bush country in the world, the average SIU man quickly concludes that the safest thing is to keep within an hour's travel of where his ship is moored.

However, the adventurous Seafarer, who doesn't mind taking his chances against the unknown,

often encounters thrills and experiences that he will remember for years. George Scott is an SIU member who fits into this last category. A member of the steward department, Scott actually jumped at the chance to see some of Africa's most fabulous wildlife in its native environment, and returned with unforgettable memories of his trip.



Scott

Although he made the trip without injury, Scott reports his unusual sight-seeing excursion had its uncomfortable moments when the threat of danger from the surrounding bush country came uncomfortably close. But, as a result of his trip into one of South Africa's famous wildlife reserves, he is probably one of a very few Seafarers who has ever seen African elephants roaming wild in all their majestic splendor.

Scott was invited to join the trip to a game reserve by a group of friends he had met in Port Elizabeth, South Africa. Traveling in two rented cars, the party made its way inland to the wildlife reserve in the Aldo area.

Last Refuge

The South African government has established these reserve areas to preserve the country's wildlife in a peaceful, undisturbed setting, similar to that which existed before the arrival of modern civilization. The reserves were created to protect the fast disappearing herds of elephants, lions, giraffes, etc. which once flourished before the modern cities and farms began to spread across the countryside.

When Scott and his party arrived at the Aldo reserve, they were directed to the area where the elephants were known to feed every evening. To insure the appearance of the mammoth beasts, game wardens from the reserve laid out a healthy supply of oranges which the elephants relished as a delicacy.

Since the only thing a tourist can legally shoot in a game reserve is a camera, special observation platforms have been erected for their use. Scott's party was guided to a large concrete platform behind a high fence constructed from poles. The people in the party mounted the platform which overlooked the feeding area, and a game warden advised them on which areas to keep a sharp eye peeled.

The party settled down to wait, but after a few hours the sun began to go down and still nothing had happened. As Scott began to grow more and more dubious about the existence of the elephants, the game warden kept telling the group, "keep looking, keep looking." Since there was nothing else to do, they could only follow his advice.

Out of The Gloom

After a long period of inactivity, Scott was completely startled to suddenly see a gigantic bull elephant suddenly materialize out of the gloom. Its huge mass standing out against the darkening sky, the giant animal seemed to have

been set down in front of the group by some unseen power without a sound.

This eerie scene soon assumed normal proportions as other elephants began to move into the area and started to gobble up the oranges. About 18 of the beasts joined the herd. Scott recalls that there were several bulls, but one well-scarred veteran was the leader since he kept herding the rest around the area.

According to Scott, the African elephant is much bigger than the ones Seafarers commonly see in India. They have much bigger ears and coarse black hair covers most of their bodies. When they appear out of the night almost without a sound, there isn't anybody who could fail to be impressed, Scott declares.

The party watched the elephants breathlessly until it became pitch black. At that point, special lights were turned on, but the big beasts kept right on feeding on the oranges. Finally, the game warden announced that it was time to go. Scott remembers that the group was so fascinated by the sight of the herd that everybody insisted on staying to watch some more. The warden, however, firmly insisted they leave immediately.

Playful Beast

When pressed for an explanation, the reserve official told the group that the big battle-scarred bull that led the herd had the habit of leaving the dinner session and circling around in the darkness to the little road that led into the reserve. Once he arrived at the road, he liked to play a joke on unwary motorists, by catching their vehicles with his tusks, and using his trunk for added leverage, tip them over. The game warden warned them, that if they didn't leave with him, it was entirely possible that they might end up spending the night being terrorized by the "playful" mastadon.

Scott's party took this advice to heart and left immediately. However, while they were traveling down the road leading away from the reserve, the car he was in got a flat. The adventurous Seafarer admits that at this point he began to worry, and started wondering if the giant bull's diet included human beings as well as oranges.

A passing Boer farmer helped fix the flat, and the frightened party broke several speed records in leaving the reserve area. Although he had another opportunity to take a second trip back to the reserve, Scott's memories of that endless wait in the disabled car with a huge elephant roaming nearby was enough to keep him within close distance of his ship.

Get Certificate Before Leaving

Seafarers are advised to secure a master's certificate at all times when they become ill or injured aboard ship. The right to demand a master's certificate verifying illness or injury aboard a vessel is guaranteed by law.

OCEAN DINNY (Maritime Overseas), Jan. 11—Chairman, Alphonse Piontek; Secretary, Thomas Ulisse. All repairs were completed. No beefs reported by department delegates.

OUR LADY OF PEACE (Liberty Navigation), Dec. 27—Chairman, C. J. Quinn; Secretary, J. W. McDonald. Some disputed OT in deck department. Brother C. J. Quinn to retain ship's delegate job. Vote of thanks was given to the entire steward department for their efforts to put out one of the finest Christmas day dinners that could match that of any SIU ship afloat.

HENRY (Progressive), Jan. 3—Chairman, J. Dewell; Secretary, V. Swanson. No beefs and no disputed OT. Everything is running smoothly. Patrolman to be contacted about having the ship fumigated. Vote of thanks to the steward department for the excellent Thanksgiving Dinner and Christmas Dinner.

STEEL ADMIRAL (Isthmian), Jan. 3—Chairman, D. Dean; Secretary, J. L. Morgan. \$6 in ship's fund. \$10 in movie fund. No beefs reported by department delegates. Everything is running smoothly. Brother Daniel Dean was elected to serve as ship's delegate.

LA SALLE (Waterman), Jan. 11—Chairman, J. L. Hodges; Secretary, I. C. Bridges. Ship's delegate reported that everything is running smoothly. Motion made that officials negotiate for a substantial wage increase. Discussion about dirty water.

ALCOA EXPLORER (Alcoa), Dec. 30—Chairman, J. S. McRae; Secretary, Y. E. Padraza Jr. No disputed OT and no beefs reported by department delegates. Vote of thanks to the steward department for the wonderful meals, especially Christmas and New Years.

LUCILLE BLOOMFIELD (Bloomfield), Jan. 4—Chairman, Woodrow

Perkins; Secretary, Robert Creel. Ship's delegate reported that everything is running O.K. \$19.03 in ship's fund. Brother Robert Creel was elected to serve as new ship's delegate. Vote of thanks to the steward department for good food and very good service.

RIDGEFIELD VICTORY (Columbia), Jan. 10—Chairman, T. W. Hinson; Secretary, L. A. Behm. No beefs reported by department delegates. Motion made that if water tanks are not cleaned in Calcutta, old crewmembers and new crewmembers will not sign on. Vote of thanks to the steward department.

GATEWAY CITY (Sea-Land), Jan. 14—Chairman, Felix J. Van Looy; Secretary, Joe Reghetti. \$2 in ship's fund. No beefs and no disputed OT

DIGEST of SIU SHIP MEETINGS

reported. Ship should be fumigated for roaches.

COLORADO (Waterman), Dec. 26—Chairman, T. Buckley; Secretary, D. W. Libby. No beefs reported by department delegates. New mixer was supposed to be put on board but this hasn't been done.

PRODUCER (Marine Carriers), Jan. 12—Chairman, J. J. McCarthy; Secretary, J. G. Lakwyk. Brother Henry P. Lopez was elected to serve as new ship's delegate. No beefs reported by department delegates.

MARINE (U.S. Shipping), Jan. 3—Chairman, E. L. Johnson; Secretary,

F. J. "Whitey" Johnson. Most repairs have been taken care of. One man hospitalized at Midway. Some disputed OT in deck and engine departments.

MONTPELIER VICTORY (Victory Carriers), Jan. 10—Chairman, M. M. Cross; Secretary, H. Connolly. Ship's delegate reported that all is O.K. There is some disputed OT in the engine department. Motion made for increase in pay and OT rates on all tankers. Overtime to be paid for work done below floor plates in the engine room.

SACRAMENTO (Oriental Exporters), Jan. 1—Chairman, C. P. Diltz; Secretary, Wm. H. Thompson. Everything is running smoothly with no beefs and no disputed OT. Discussion about ordering a new washing machine.

MAYFLOWER (Mayflower), Jan. 10—Chairman, R. Williams; Secretary, R. Sanchez. \$12.50 in ship's fund. Some disputed OT in engine department to be taken up with boarding patrolman. Crew would like clarification on articles pertaining to SIU contract. Patrolman to check on launch service.

SPITFIRE (American Bulk), Dec. 28—Chairman, Robert Rutherford; Secretary, Arthur Schuy. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

ALCOA MARINER (Alcoa), Dec. 13—Chairman, C. E. James; Secretary, Raymond Frayer. No beefs reported by department delegates. Brother Bill Sharp was elected to serve as ship's delegate.

WARRIOR (Waterman), Dec. 13—Chairman, Walter Sibley; Secretary, M. B. Elliott. One man was sent to hospital in Port Said then was repatriated and sent back to the States. Some disputed OT in deck and engine departments. Motion to have AB's paint quarters instead of the wipers painting them.

Laid-Up Seafarers Get Benefits



Drydocked Seafarers in the Galveston USPHS hospital always look forward to the weekly visit of the SIU Welfare plan rep, not only for the benefit payments and cigarettes which he always brings, but also for the extra help that makes a laid-up Seafarer's stay in the hospital more endurable. In the photo above, Seafarer Estuardo Cuenca, (seated right) helps Welfare rep Phil Reyes distribute benefits to SIU patients (l-r) Thomas F. Allen, Jr., Gilbert Delgado, Jacob Linscomb and Frank A. Cuellar.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received maternity benefits from the Seafarers Welfare Plan, plus a \$25 bond from the Union in the baby's name:

Ima Colls, born December 5, 1964, to the Jose R. Colls, Lares, Puerto Rico.

Kenneth Lee Murphy, Jr., born November 17, 1964, to the Kenneth Lee Murphys, Norfolk, Va.

Kenneth Oakley, born November 29, 1964, to the Richard B. Oakleys, Elberta, Mich.

Karen Yates, born December 13, 1964, to the Edward H. Yates, Groesbeck, Texas.

Ira Irick, born December 12, 1964, to the Ira Iricks, Wyandotte, Michigan.

William Capo, born December 27, 1964, to the Jose E. Capos, Ponce, Puerto Rico.

Paula Cronan, born September 21, 1964, to the William P. Cronans, Philadelphia, Pa.

Jacquelynn Daniel, born December 5, 1964, to the Jackie E. Daniels, Houston, Texas.

April Ingram, born December 21, 1964, to the Robert Ingrams, Los Angeles, Calif.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan (any apparent delay in payment of claims is normally due to late filing, lack of beneficiary card or necessary litigation for the disposition of estates):

Wilmer Gene Black, 36: Brother Black died August 11, 1964, in the John Sealy Hospital, Galveston, Texas, of accidental causes. A member of the steward department, he joined the SIU in 1946. He is survived by his wife, Mrs. Betty Joyce Black. Burial was in the Fort Parker State Park Cemetery, Groesbeck, Texas.



Daniel Joseph Sheehan, 41: Brother Sheehan succumbed to injuries received in a fall at the Duval Medical Center, Jacksonville, Fla., on Sept. 2, 1964. A member of the Union since 1942, he sailed in the deck department. He is survived by his wife, Mrs. Avis J. Sheehan. Burial was in the Groton Cemetery, Groton, Mass.



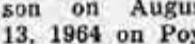
David Irvine, born January 3, 1965, to the David M. Irvines, Staten Island, N.Y.

Frederick Myers, born September 29, 1964, to the Frederick V. Myers, Ypsilanti, Mich.

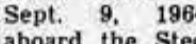
Jeanne Teeple, born October 20, 1964, to the Lehman J. Teeples, Brimsley, Mich.

Betty McGowan, born December 7, 1964, to the Blanton L. McGowans, McCool, Miss.

Roy Robert Richardson, 51: Heart disease proved fatal to Brother Richardson on August 13, 1964 on Poydras Wharf, New Orleans. A member of the SIU since 1942, he sailed in the deck department. He is survived by his sister, Bertha Dean Richardson. Burial was in the Ponchatoula Cemetery, Ponchatoula, La.



Charles Edward Ackerman, 52: Brother Ackerman succumbed to heart disease on Sept. 9, 1964, aboard the Steel Advocate while docked in Baltimore, Md. A member of the deck department, he joined the SIU in 1948. Doris Sherby was named administratrix of his estate. Burial was in the Redeemer Cemetery, Baltimore, Md.



Le Ann Guillory, born October 17, 1964, to the Willie B. Guillorys, Lake Charles, La.

Pamela De Vogel, born October 28, 1964, to the Joseph De Vogels, Superior, Wis.

Daniel Francis Jockum, born April 19, 1964, to the Daniel Jockums, Secaucus, N.J.

Susan Mary Ciaglo, born November 29, 1964, to the Marion Ciaglos, Newark, Calif.

William Rhett Bates, 44: Brother Bates died July 30, 1964, in the South Carolina State Hospital of a liver ailment. A member of the engine department, he joined the Union in 1946. He is survived by his mother, Mrs. Anna Bates. His place of burial is not known.



Ramon Anthony Reyes, born November 19, 1964, to the Ramon Reyes, Bronx, New York.

Paul MacArthur, born January 6, 1965, to the John J. MacArthurs, Taylor, Mich.

James Sutton, born January 3, 1965, to the Russell E. Suttons, Fairchance, Pa.

Kent Barton, born September 29, 1964, to the Rodney B. Bartons, Houston, Texas.

Annette Doughty, born December 6, 1964, to the Michael R. Doughtys, Westlake, La.

Luis Moreno, 66: Brother Moreno died Aug. 29, 1964, in Greenpoint Hospital, Brooklyn, N.Y., of natural causes. A member of the deck department until he retired in 1956, he joined the union in 1938. He is survived by his wife, Mrs. Luisa Moreno. Burial was in the Mount Olivet Cemetery, Queens, N.Y.



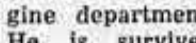
Eugene Clifton Williams, 24: Brother Williams died Sept. 16, 1964, in Brooklyn, N.Y., of natural causes. A member of the SIU since he joined in 1962 in Houston, he sailed in the engine department. He is survived by his mother, Mrs. Frances Williams. Burial was in the Emas Grove Cemetery, Asheville, N.C.



Clarence Everitt Tobias, 44: Brother Tobias died Sept. 15, 1964, in Bremen, Germany, of natural causes. A member of the deck department, he joined the SIU in 1944 in Norfolk, Va. He is survived by his sister, Mrs. Beatrice Pontiac. He was buried in the Pine Hill Cemetery, Cheboygan, Mich.



Joseph Foster Juneau, 50: Brother Juneau died Sept. 17, 1964, in New Orleans USPHS Hospital of a stomach disorder. A member of the Union since 1956, he sailed in the engine department. He is survived by his daughter, Patsy Jean Ehrhard. Burial was in New Orleans, La.



Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come to. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

SEAFARERS in DRYDOCK

All hospitalized Seafarers would appreciate mail and visits whenever possible. The following is the latest available list of SIU men in the hospital:

USPHS HOSPITAL CHICAGO, ILLINOIS
Charles Hankel John Mador
Paul Lacy Carl West

USPHS HOSPITAL STATEN ISLAND, NEW YORK
E. Avery S. McMillan
Willard Blumen Benito Mendez
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Dominick Foiss George Pitoun
S. Friedman W. Renny
Kenneth Gainey A. Reyes
A. Gomes T. Prezeveteb
J. Gonzalez Raymond Ruppert
B. T. Hamback V. Sanabria
Al. Haboli Gerald R. Schartel
C. Johnson Louis F. Smith
Eric Johnson Julius Swykert
A. Karczewski A. Vecchione
Juan Leiba S. Vecchione
Fox Lewis, Jr. G. Warren
Thomas Lowe R. Waters
Frank Maset C. Wayne
M. E. Makatazy

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Willie Albert Walter M. Mitchell
Claude Bibb Tony M. Nerosa
Arthur Boturo Dorsey Paugh
Antonio Carrano Joseph Pozzeroll
William P. Cronan Ashby H. Southern
Freidof Fondlla Claude Sturgis
Gorman Glaze Samuel Tate
Edgar L. Gore Gardencio Piffis
Martin L. Hovey Paige C. Toomey
Arthur F. Hiers Servando P. Trujillo
Nolan Hurrst Kelly L. Walburn
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Kenneth L. Johnson Ahmed Oudelf

Donald Ritcey Harold Thihora
John Santry Gerald Wax
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Frederik Ouwenel Hugh C. Grove
J. P. Pettus

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C. E. Cummings Phillip C. Mendoza
Celestine DeSouza Gerald H. Navare
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Marshall Foster James J. Redden
Leonard J. GardenalFlorey Reynoldo
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Cesar A. Guerra Donald R. Sanders
Stanlon L. Guice Luke B. Scarioano
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Irvy P. Keller Otto Williams
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William Thomson

EAST LOUISIANA HOSPITAL JACKSON, LOUISIANA
Donald Sander

PERSONALS and NOTICES

Robert E. Miller
You are asked to get in touch with your family. They are anxious to hear from you. Anyone knowing his whereabouts is also asked to get in touch with him.

Carl D. Lesley
Your sister, Helen Hunt, is anxious to hear from you and would like to know your whereabouts.

Albert Paige
Your mother is falling in health and Mrs. Ann Waselchuck is anxious to know your whereabouts. Write to her at 135 Lawton Ave., Lynn, Mass.

Gordon S. Moore
Stanley Raubas would like you to contact him as soon as possible on a very important matter. Write to 27 Fairview Avenue, Great Neck, N.Y.

Ollie Fentress
Your sister passed away. You are asked to contact Mr. & Mrs. Herbert Raper, 4937 Shaefer Street, Norfolk, Va.

Edwin C. Craddock
Mrs. J. R. Dunn would like you to contact her at 311 South School Street, Fairhope, Alabama.

George E. Willey
Your brother Azel A. Willey would like you to get in touch with him immediately at Charity Hospital, Ward 1113, New Orleans, La.

Robert Marrero
Your father is anxious to get in touch with you and would like you to contact him, in care of George Brugen, 77 West 68th Street, Apt. 2S, New York, N.Y.

Johnny Jason
Your sister, Angela Futardo, would like you to contact her at 1504 South Claremont Street, San Mateo, Calif., phone collect 345-2090.

George E. Pickels
Your wife, Sarah, would like you to contact her at once, at HO 3-8567.

Thomas J. Heggarty
Your wife would like to hear from you.

James W. Higgins
You are asked to contact Mr. James Howley, Station Road, Ballisdare, County Sligo, Ireland.

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622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3618

United Industrial Workers

BALTIMORE 1216 E. Baltimore St.
Eastern 7-4900

BOSTON 276 State St.
Richmond 2-0140

HEADQUARTERS 675 4th Ave., Brooklyn
HYacinth 9-6600

HOUSTON 5804 Canal St.
Walnut 8-3207

JACKSONVILLE 2608 Pearl St., SE
ELgin 3-0987

MIAMI 744 W. Flagler St.
Franklin 7-3564

MOBILE 1 S. Lawrence St.
HEMlock 2-1754

NEW ORLEANS 630 Jackson Ave.
Phone 529-7546

NORFOLK 115 3rd St.
Phone 622-1892-3

PHILADELPHIA 2604 S. 4th St.
DEwey 6-3618

TAMPA 312 Harrison St.
Phone 229-2788

Anton Bruun

(Continued from page 2)

search ship has its definite advantages. When voyages were made to conduct research at the exotic islands in the western Indian Ocean, SIU crewmembers found they had a rare opportunity to get a first hand look at places far off the paths of normal shipping traffic. They report that they always had plenty of shore leave to investigate these off-beat places to their heart's content. Once, when the Anton Bruun arrived in Africa, the crew organized a safari to look for wild game in the interior.

The five Seafarers who sailed on the full two-year cruise were Donald Leight, Rafael Toro, Donald McMillan, Fred Woodard and Eight Moon (Eddie) Wong.

"Saki" Jack Dolan, ship's delegate and chief steward, said the crew also got an unexpected dividend from the research that was being done on Indian Ocean marine life. After the scientists were through with the fish they caught, the gallery crew took over, and provided Seafarers on board with many a delicious, although unusual seafood meal.

LET 'EM KNOW!
Write TO THE LOG

Schedule of Membership Meetings

SIU-AGLIWD Meetings

Regular membership meetings for members of the SIU Atlantic, Gulf, Lakes and Inland Waters District are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. All Seafarers are expected to attend. Those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

New York	February 8	Detroit	February 12
Philadelphia	February 9	Houston	February 15
Baltimore	February 10	New Orleans	February 16
Mobile	February 17		

West Coast SIU-AGLIWD Meetings

SIU headquarters has issued the following schedule for the monthly informational meetings to be held in West Coast ports for the benefit of Seafarers shipping from Wilmington, San Francisco and Seattle, or who are due to return from the Far East. All Seafarers are expected to attend these meetings, in accord with an Executive Board resolution adopted in December, 1961. Meetings in Wilmington are on Monday, San Francisco on Wednesday and Seattle on Friday, starting at 2 PM local time.

Wilmington	San Francisco	Seattle
February 15	February 24	February 26
March 22	March 24	March 28

Great Lakes SIU Meetings

Regular membership meetings on the Great Lakes are held on the first and third Mondays of each month in all ports at 7 PM local time, except at Detroit,

where meetings are held at 2 PM.

The next meetings will be:

Detroit	Feb. 15-2 PM
Alpena, Buffalo, Chicago,	February 15-7 PM

SIU Inland Boatmen's Union

Regular membership meetings for IBU members are scheduled each month in various ports. The next meetings will be:

Philadelphia	Feb. 9-5 PM
Baltimore (licensed and un-licensed)	Feb. 10-5 PM
Houston	Feb. 15-5 PM
Norfolk	Feb. 11-7 PM
N'Orleans	Feb. 16-5 PM
Mobile	Feb. 17-5 PM

RAILWAY MARINE REGION

Regular membership meetings for Railway Marine Region-IBU members are scheduled each month in the various ports at 10 AM and 8 PM. The next meetings will be:

Jersey City	Feb. 15
Philadelphia	Feb. 16
Baltimore	Feb. 17
*Norfolk	Feb. 18

GREAT LAKES TUG AND DREDGE REGION

Regular membership meetings for Great Lakes Tug and Dredge Region IBU members are scheduled each month in the various ports at 7:30 PM. The next meetings will be:

Detroit	Feb. 15
Milwaukee	Feb. 15
Chicago	Feb. 16
Buffalo	Feb. 16
†Sault Ste. Marie	Feb. 17
Duluth	Feb. 19
Lorain	Feb. 19

(For meeting place, contact Harold Ruthsatz, 118 East Parish, Sandusky, Ohio).

Cleveland	Feb. 19
Toledo	Feb. 19
Ashtabula	Feb. 19

(For meeting place, contact John Mero, 1644 West 3rd Street, Ashtabula, Ohio).

United Industrial Workers

Regular membership meetings for UIW members are scheduled each month at 7 PM in various ports. The next meetings will be:

New York	February 8
Baltimore	February 10
Philadelphia	February 9
†Houston	Feb. 15
Mobile	Feb. 17
New Orleans	Feb. 16

* Meetings held at Labor Temple, New York.
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
‡ Meeting held at Galveston wharves.

NEW

EVERY THREE MONTHS

If any SIU ship has no library or needs a new supply of books, contact any SIU hall.

YOUR

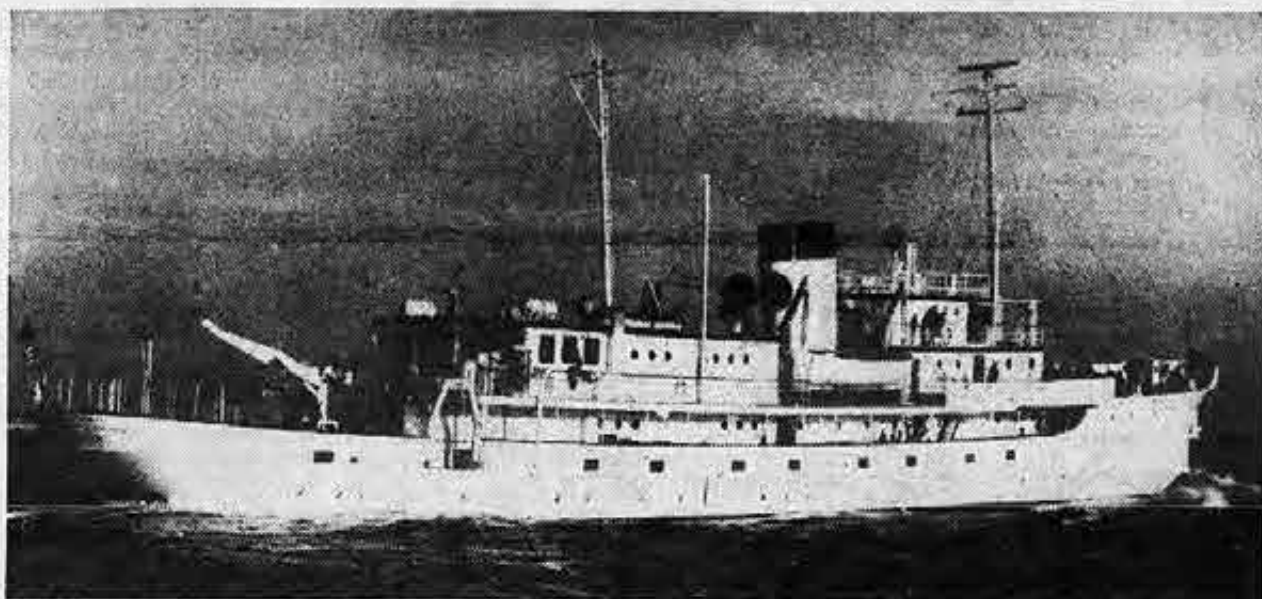
SIU SHIP'S LIBRARY



OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



Scientist hauls in net with biological samples.



SIU-contracted research vessel Anton Bruun was formerly the Presidential yacht "Williamsburg." She is presently at Staten Island, N.Y. undergoing overhaul.



Wiper Carl Wilkerson was aboard for over a year.



Eric Chittenden, OS (left), had his whole family come down to meet him when the ship docked at Staten Island.

TWO YEAR TRIP

The SIU-manned research vessel Anton Bruun returned to New York this week after a two-year expedition in the Indian Ocean, during which she made nine major scientific cruises, traveling some 72,000 miles.

Seafarers aboard got a chance to see some of the least known areas of the world's seas as the Anton Bruun crisscrossed the Indian Ocean collecting biological, physical, chemical and meteorological data, visiting a large number of remote and exotic island groups—largely unstudied and unknown up to now.

According to ship's delegate "Saki" Jack Dolan, everyone aboard enjoyed the voyage but were glad to be home again after such a long trip. He reports that there was not a single beef of any kind on board during the whole time.



Denizens of the deep filled the Anton Bruun's freezer, including swordfish, hammerhead shark, and 14-foot Mako shark.



Baker Donald Mc-Millan.



Dayman Joe Miller enjoyed the voyage.



Seafarer Eight Moon Wong.



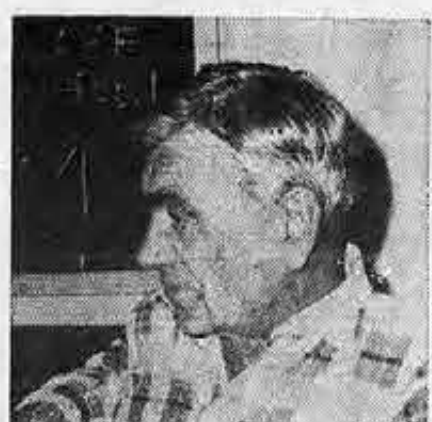
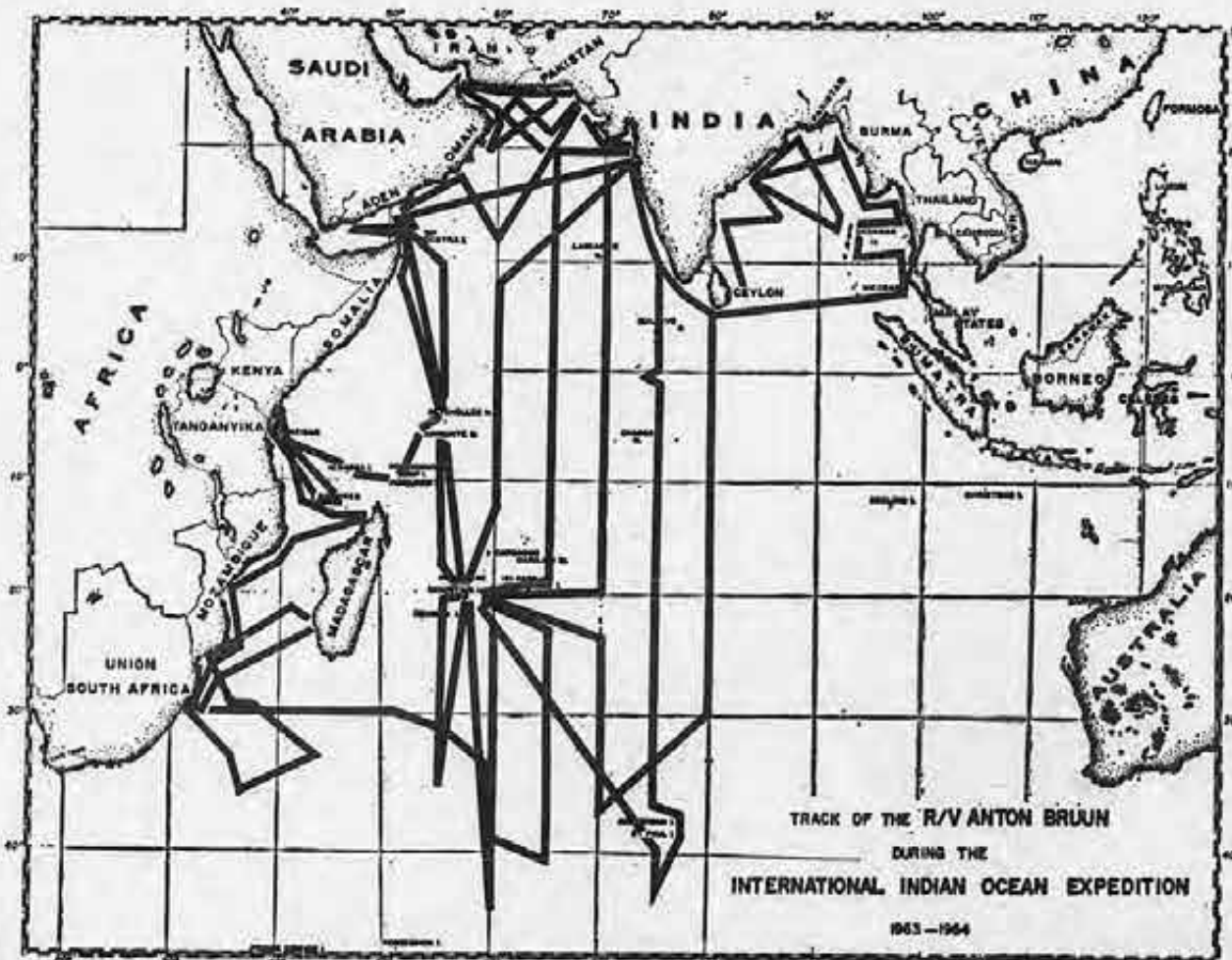
Ship's delegate "Saki" Jack Dolan.



Seafarer Fraser "Pete" Falt, oiler.



David Maffia, electrician, took care of the wiring.



Fred Woodard, AB, was aboard full 2 years.



Seafarers Raphael Evans (left) and Rafael Toro.